

**INSIDE: TRAGEDY IN THE TWIN CITIES**



VOLUME 54

ISSUE 07

THE OFFICIAL PUBLICATION OF THE COAST GUARD

# MEMBERSHIP BENEFITS GUIDE

**BECAUSE MEMBERSHIP DOES HAVE ITS PERKS**



Nearly sixty-seven years ago, the United States Coast Guard Reserve was created by an Act of Congress to support critical missions in anticipation of World War II. Six years later, reservists were in the midst of a massive demobilization.

After the terrorist attacks of Sept. 11, 2001, the Coast Guard underwent the largest call-up of reservists since World War II. Unlike World War II, six years later, the Global War on Terror has no discernible end.

That means it is more important than ever for reservists to maintain an optimal state of readiness for rapid deployment. To ensure the Coast Guard's continued success at home and abroad, we must make a long-term, solid commitment. To help us conceptualize expectations, RDML Seward has drafted nine components of A Shipmate's Bill of Rights, included in this issue, challenging us to offer thoughts on a tenth. As I read his piece, I could visualize a checklist for maintaining a ready state.

This issue offers glimpses into the array of skills reservists offer those living in or near ports and waterways. From assisting in rescue and security operations following the collapse of the I-35W bridge in Minnesota, to helping provide security for the Major League All-Star events in San Francisco, to force protection work performed by PSU 301 in Guantanamo Bay, Cuba, reservists continue to mesh their skills and expertise with Coast Guard needs. In this issue, you'll also read about changes in reserve leadership, thoughts on Strategic Reserve Readiness from the Master Chief Petty Officer of the Coast Guard Reserve Force and coast-to-coast activities throughout the Coast Guard. There's a special benefits pull-out guide and an interesting list of upcoming events. It's all part of a dedicated effort to keep you informed and deployment ready.

Each time I'm able to fill in as editor for CWO3 Edward Kruska, I learn more about the details of Reserve requirements and benefits. Serving as guest editor in October presents an opportunity to think about the changing seasons, fill out the required Annual Survey Questionnaire, catch up on Reserve policy changes and develop a personal strategy for tackling readiness requirements. I hope you'll do the same. CWO3 Kruska has been hard at work scanning back issues of *The Reservist* magazine dating back to 1953 and posting them on the Web. They offer a glimpse into our history and we hope you enjoy the read. We're also pleased to see more contributions from reservists nationwide. Please keep your ideas, news and more articles coming.

Many thanks to the dedicated contributors who also helped produce this issue, to YN2 Dana Kee for the hard work in compiling all of the information in the special benefits pull-out guide and to my Rescue 21 command for allowing me to work in CG-13. It is always a welcome learning experience.

— PA2 Judy L. Silverstein  
Guest Editor



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ADM Thad W. Allen, USCG  
Commandant, U.S. Coast Guard

RDML Cynthia A. Coogan, USCG  
Director, Reserve & Training

CAPT Andrea L. Contratto, USCGR  
Chief, Office of Reserve Affairs

CWO3 Edward J. Kruska, USCGR  
Editor, The Coast Guard Reservist  
E-mail: [edward.j.kruska@uscg.mil](mailto:edward.j.kruska@uscg.mil)

Mr. Chris S. Rose  
Asst. Editor, Layout & Design  
E-mail: [chris.s.rose@uscg.mil](mailto:chris.s.rose@uscg.mil)

#### Send Submissions to:

COMMANDANT (CG-1313)  
JEMAL RIVERSIDE BUILDING, JR08-1009  
1900 HALF STREET SW  
WASHINGTON, DC 20593-0001  
ATTN: EDITOR, THE RESERVIST

Phone: 202-475-5457/5460  
FAX: 202-475-5912  
E-mail: [TheReservist@uscg.mil](mailto:TheReservist@uscg.mil)

[U.S. Coast Guard Reserve Web Site](http://www.uscg.mil/reserve)  
[www.uscg.mil/reserve](http://www.uscg.mil/reserve)

[U.S. Coast Guard Web Site](http://www.uscg.mil)  
[www.uscg.mil](http://www.uscg.mil)

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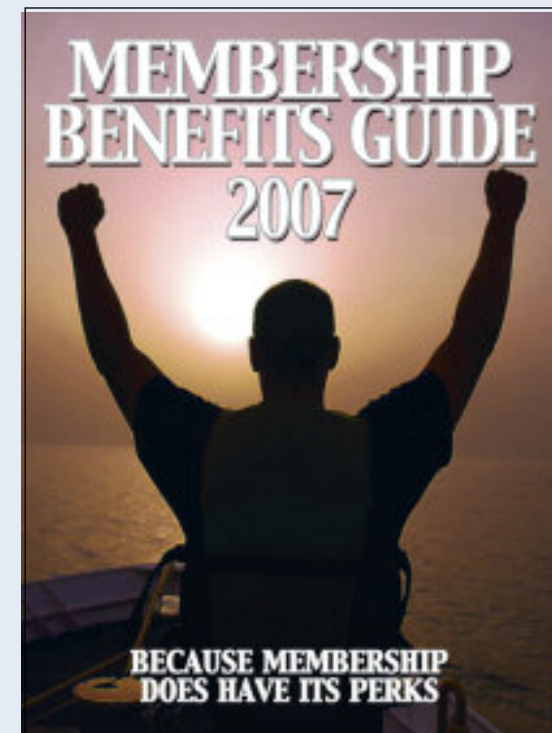


On the Cover: Photo by PAC Tom Spurduto, USCG On the Back Cover: Photo Courtesy of LCDR Mike Mulligan, USCGR

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## Special Insert



## BENEFITS GUIDE

All of the extras that come with being a member of the Coast Guard Reserve.



Recruiting Issue Feedback

I thought your team did a great job on the Recruiting issue (4-07). I was pleased to see my photo on page 7 as I swear my nephew, Will Henderson, into the Coast Guard.

I distinctly remember my first airplane ride on the way to boot camp at Cape May in 1973 — clearly, it was the best decision I could have made. I was an aviation machinist mate, Coast Guard pilot, and currently am a pilot for American Airlines. I now have 13,000-plus hours of flying time all linked back to that first flight.

I have had several opportunities to share my experience with sons and daughters of friends. I consider it an honor to talk up the Coast Guard to the next generation.

— **LCDR Mike Hart, USCGR(Ret.) Jupiter, Fla.**

Our 1-year-old granddaughter, Ryan Marie, picked up the Recruiting issue (4-07) of The Reservist and decided to get caught up on what she needs to do to join the U.S. Coast Guard Reserve. It sure looks like she knows what she is planning for her future.

— **LCDR Mike Mulligan, USCGR Washington, D.C.**

**Ed's note:** *Thanks for the great photo! In fact, we liked the photo so much, we ran it on the back cover.*

Before PSUs, SNAKES!?

I'm writing in response to the letter from BMCS Deb Marsh, Issue 2-07, about the PSUs 25th anniversary. OCEAN VENTURE (1984) may have been the maritime defense zone exercise that exposed the deterioration in the port security/coastal defense program that ultimately led to the various "cammie clad Coastie programs" such as the PSUs, combined USN/USCG Harbor Defense Units and MSSTs. At OCEAN VENTURE, the modern trend was not visible yet — rather, just the need for change exposed. The search for improvement went in a number of directions.

Probably the very first "cammie clad Coastie" program was called "SNAKES," which stands for Special Naval Advanced Knowledge Educators. No one has heard of it — not because it was classified, but because its physical security lessons learned were seamlessly folded into the modern programs without attribution, and the "element" was never a unit, never had an OPFAC number, or an official name. But it existed, it trained, served and contributed, and even did a very few real brief, real world missions — and were then quickly forgotten.

The element members were blended into Navy Special Boat Unit-22 and functioned for nearly two years. It was created on the direct order of the Commandant and disbanded prior to the formal institution of the modern PSUs. If you tell the history of PSUs, please don't leave out the SNAKES. The history of the port security revival after OCEAN VENTURE isn't complete without a description of the SNAKES or SEA SNAKES as they were sometimes called.



However, the SNAKES were controversial, and there were many 0-6s in the Coast Guard who despised the concept of "Coasties in cammies" and the first SNAKES took a lot of heat. We were once called "painted faced cammie clad pirates," and "too aggressive for CONUS deployment" and a "sinister quasi organization" by very senior Coast Guard officers who apparently didn't think the Coast Guard should have any role that required DOD interoperability and the carriage of personal arms, and certainly no uniforms or organizational clothing not "Coast Guard Blue." Most of those senior types are long since retired, some because of their resistance.

The SNAKE story will be told one day, if not in the official Coast Guard pubs then in the Naval Institute's Proceedings. What will the ending be? A story of a unique experiment that made a serious contribution to the port security revival of the mid-1980s and early 1990s, properly recognized and

recounted with the many other contributors to the revival — or a story of sacrifice and devotion suppressed by the short sighted and self serving of the day and allowed to remain as such?

— **BMCM Ray Bollinger, USCGR (Ret.) New Orleans, La.**

They Also Served!

I was pleasantly surprised to see the articles on Coasties serving on the front line of America's War on Terrorism ("A Coastie in Baghdad," Issue 3-07). However, these were not the only Coasties serving. From Oct. 29, 2006 through Feb. 21, 2007, LANT Area's RAID (Redeployment Assistance & Inspection Detachment) Team V served in Kuwait, Iraq and Afghanistan. This team of 10 Coast Guard members was comprised of an integrated reserve/active duty detachment from all over the country. The five reservists were LCDR Ephraim Garcia, LTJG R. Scott Bleicken, LTJG Michael Shuster, CWO2 W. Scott Gardner and MCPO Potenciano Ladut. The five active duty members were LT Douglas Salik, MST1 Steve Kilgore, MST1 Sarah Vega, MST2 Steven Webb, and MST3 Thomas Finsterle.

We were honored to serve and represent the U.S. Coast Guard before our sister services in a combat zone. Team V was embedded with an Army Deployment Support Brigade. The risks were ever present but the patriotism, diversity and volunteerism spirit exemplified by this team were in keeping with the Coast Guard's core values of Honor, Respect and Devotion to Duty. All team members received the Army's Achievement Medal and the Global War on Terrorism Expeditionary Medal. Bravo Zulu to RAID Team V!

— **LCDR Ephraim Garcia, USCGR RAID Team V Supervisor**

Saluting Our Fallen Shipmates...

I always enjoy receiving my issue of The Reservist. Enjoy is part of it, but I also find valuable and interesting information. For example, I didn't realize until reading Issue 2-07 that the

Coast Guard slash became official while I was attending OCS at Yorktown (April 1967).

After reading the editor's comments about the two warrant officers who crossed the bar ("History's Long Reach," Issue 2-07, Page 2), I wanted to tell you about CWO Harry Slade who passed away recently. He was a wonderful officer and person. Harry also was a Coastie in World War II, at one point serving on an ammunition ship in the South Pacific. I asked him if his ship sailed in convoy and he replied, "No, no one wanted us near them in case we blew up, so we sailed alone."

Harry's son gave a wonderful eulogy at the funeral and it might make for a good story. I just think that the World War II generation was full of wonderful people and they are dying so fast.

— **CAPT Hank Kofron, USCGR(Ret.) Virginia Beach, Va.**

I was saddened to learn of the death of CWO Tony Caso (Issue 2-07, Page 29). I was a reservist on active duty with PSU 303 in Dammam, Saudi Arabia in 1991 when I decided to try and remain on active duty. Our Executive Officer, LCDR Mike Seward, now a Reserve admiral, showed me a message from Coast Guard Headquarters soliciting senior enlisted and junior officer engineers for a project at Naval Engineering. The given telephone number was for Tony Caso. He hired me over the phone and thus began years of friendship. I was totally new to Headquarters and Washington, and Tony took me under his wing and helped me a great deal in my early days at Naval Engineering. He had been a CWO4 for longer than I had been in the Coast Guard and was a walking history of the Coast Guard from 1942 to the present. I am proud to have had him as a friend and privileged to have had him as a mentor.

— **CWO Brian Fallon, USCG(Ret.) Pittsford, N.Y.**

The passing of SN Raymond O'Malley was reported on Page 41, Issue 3-07 of The Reservist. O'Malley was indeed one of two survivors of the sinking of CGC (USS) ESCANABA, attributed to be from a torpedo fired by a German U-Boat, June 13, 1943. At the time, ESCANABA was engaged in convoy duty in the North Atlantic. The second survivor was boatswain's mate Melvin Baldwin.

How was O'Malley so lucky? Ray had just been relieved of the helmsman watch when the torpedo hit. O'Malley was topside as the ship literally sunk out from under him, going down within three minutes of the explosion. He was indeed very lucky, being at one point sucked down with the sinking ship (a tremendous suction is created when a ship sinks). But then, an onboard explosion occurred, blowing Ray to the surface.

O'Malley was much more than the Coastie who remembered ESCANABA's crew every year following her sinking until his death. He was a hero in his own right. While waiting to be rescued, O'Malley took off his life jacket and gave it to a shipmate but Ray survived and the shipmate did not.

The two survivors were picked up by CGC RARITAN. By the time they were brought aboard RARITAN, both survivors were unconscious and hypothermic. They had been in the 39-degree water for only 10 minutes before being picked up.

Join me in asking the Commandant to award SN Raymond O'Malley posthumously for the unselfish act of giving up his life jacket so another Coastie would have a chance to live. I encourage each of you to read, The Blood Stained Sea by Mike Walling. You'll learn a lot about the Guard's Secretary Class cutters by reading Walling's work.

— **LCDR Richard M. Schlenker, USCGR (Ret.) Seoul, South Korea**

More "Taps" Information?

I read each issue of The Reservist cover to cover and enjoy the articles. We are all saddened when we hear of a death. I would like to see more details when reporting a death in the Taps section. It seems like it would be a nice gesture for someone to contact the family on behalf of the Coast Guard family to express our sympathy and get a little more details for the magazine. We all should prepare information about ourselves to be submitted upon our death for a family member to pass on to The Reservist.

— **LT Leslie W. Allen, USCGR(Ret.) Louisville, Ky.**

**Ed's note:** *Thanks for your good ideas! There are simply too many "Taps" for our staff to contact each family (18 in this issue alone). However, we are always amenable to longer articles when fellow shipmates or family members submit them.*

Old Guard?

Grumble, grumble ... I'm afraid I've turned into the "Old Guard" that wishes things would just HOLD STILL. It's frustrating and time-consuming to try to find the people and information I need to stay productive when Headquarters offices are renamed, sector structure replaces groups and MSOs, and Web sites become less user-friendly so often (I'm speaking particularly about CGCentral, here). It's a good thing reservists are so resilient — can you imagine trying to keep up when you only use a SWIII once a month?!

— **CWO3 Elizabeth "Beth" Blackford, USCGR Kearneysville, W.Va.**

E-Mail Connectivity Issues

One of the big challenges that we have in the Reserve is collaboration and communication. Being able to stay connected with our respective commands via e-mail is something that is most basic but we cannot achieve this. I often will come in on my drills weekends and have time sensitive messages to which I cannot respond.

I am curious as to why we can't get this service. Many of our sister services such as the USMC and USN currently allow their reservists to have this access. Plus many major corporations in the private sector use this technology as well. It is my understanding we own the software, since we already use Exchange for e-mail. I understand it supports 128-bit encryption so it should be a minimized threat on the network.

My thought is perhaps have a program by which a reservist completes an online info security course in order to be allowed access. Therefore the users would be limited to just a managed set of reservists.

— **LT Shawn Nesser, USCGR Sector Upper Mississippi**

**Ed's note:** *The Reserve program managers are very aware of these connectivity issues you have addressed. In fact, the staff of CG-131 is working with their counterparts in CG-6 exploring potential solutions. We'll keep you posted as things develop.*

Snapshot Correction

*We heard from several of you following publication of Issue 5-07's on the CGR officer, warrant officer and enlisted members "Snapshot" on Page 5. The total number of SELRES W-3s should have read 51, not 1, and W-4s should have read 53, not 2. We regret the error.*





WASHINGTON, D.C. — Coast Guard Commandant ADM Thad W. Allen, right, presents Betty W. Siler, the widow of former USCG Commandant ADM Owen W. Siler, with a flag at ADM Siler's funeral. The service was held at Arlington National Cemetery Sept. 28, 2007 with full military honors. ADM Siler, who served as Commandant of the Coast Guard from 1974 to 1978, passed away July 17, 2007. See page 41 for more information. Coast Guard photo by PAC Don Wagner, USCGR



OTTAWA, Ohio — A Coast Guard boat crew with the Disaster Assistance Response Team out of Sector Ohio Valley helped residents out of their houses during a mandatory evacuation of a neighborhood in Findlay, Ohio, Aug. 23, 2007. The area experienced intense flooding after some of Ohio's biggest storms in over 20 years.

U.S. Coast Guard Photo







WASHINGTON, D.C. — Coast Guard RDML Wayne Justice, Director, Response Policy (CG-53), right, and LT Brian Robinson, Office of Law Enforcement (CG-531) lay roses at the 16th Annual National Law Enforcement Officers Memorial Wreathlaying Ceremony, Oct. 10, 2007. PS3 Ronald Gill, a reservist who was killed March 25, 2007 during a maritime security exercise in Seattle, was honored. U.S. Coast Guard photo by PA1 Adam Eggers





WASHINGTON, D.C. — Gen. Peter Pace, sworn in as sixteenth Chairman of the Joint Chiefs of Staff on Sep. 30, 2005, speaks to a crowd of uniformed service members during his Farewell to the Troops ceremony held in the Pentagon courtyard. As Chairman of the Joint Chiefs of Staff, he serves as the principal military advisor to the President, Secretary of Defense, National Security Council and Homeland Security Council. Prior to becoming Chairman, he served as Vice Chairman of the Joint Chiefs of Staff. Gen. Pace holds the distinction of being the first Marine to have served in these positions. Coast Guard photo by PA2 Thomas McKenzie



## A Shipmate's Bill of Rights



By  
RDML  
Michael R. Seward,  
USCGR

Deputy Commander  
for Mobilization &  
Reserve Affairs,  
USCG Pacific Area

*"I would like to paraphrase that famous quote to challenge you with the following: 'Ask not what benefits the Coast Guard provides to you — ask what benefit you provide to the Coast Guard.'"*

In the last few issues of *The Reservist*, both RADM Acton and I have set forth our expectations for service in today's Coast Guard Reserve. Continuing that theme, I would like to take this issue, with an insert dedicated to "member benefits," and paraphrase the statement made by President John F. Kennedy in his Inaugural Address Jan. 20, 1961. He said, "Ask not what your country can do for you — ask what you can do for your country." In turn, I would like to paraphrase that famous quote to challenge you with the following: "Ask not what benefits the Coast Guard provides to you — ask what benefit you provide to the Coast Guard."

I believe as shipmates, we have a right to ask that question and quite frequently, I think the answer to that question lies with the person looking at you in the mirror each morning. So as shipmates, I drew up "A Shipmate's Bill of Rights" applicable for reservists:

1. As a shipmate, I have a right to expect that your core value switch will stay in the "on" position, regardless of your duty status and that you bring great credit to the Coast Guard in both your professional and private lives. Your honor, respect and devotion to duty will live up to the standard of your shipmates and former shipmates who have distinguished themselves in memorializing our service's heritage.
2. As a shipmate, I have a right to expect your supervisor and you, both have a clear understanding of your mobilization role and have created a tailored long-range training plan matched to your Individual Development Plan that qualifies you for mobilization, while achieving your personal goals.
3. As a shipmate, I have a right to expect you have embraced the Coast Guard Reserve triad of professionalism, preparedness and patriotism by keeping yourself mobilization ready. You serve to respond to a crisis, not to be the crisis, when you report for mobilization duty. When mobilized, you will activate your personal mobilization plan including assistance from family, employer, and friends in answering the call, with "boots on the ground" at a Coast Guard unit within 24 hours.
4. As a shipmate, I have a right to expect you are committed to performing all your required inactive and active duty in a fiscal year. You will not fail me, as my training opportunity requires a full crew or squad that includes you. Your Coast Guard supervisor, civilian employer, and family

must be fully committed to your planned schedule of military duty as well.

5. As a shipmate, I have a right to expect that "service over self" will become a part of your persona and "mission execution" will be your primary focus. You will embrace a diverse career that involves service in the three mission areas of national defense, maritime homeland security, and disaster response, whether it is at home or abroad. Whether I toss you a heaving line, laptop, first-aid kit, gas mask or a rifle — you'll know what to do and how to carry out your orders as generations of past shipmates have done. And when the nation asks for us to shift our focus, we will realign accordingly.
6. As a shipmate, I have a right to expect that you will maintain a level of physical readiness embracing a healthy lifestyle of diet and exercise to perform all duties assigned. This readiness is not tied to April and October weigh-ins, it is a lifestyle that protects and serves us both.
7. As a shipmate, I have a right to expect you will embrace life-long learning as the principal tool to a successful and rewarding career in the Coast Guard. You will attend all training sessions prepared to fully engage by studying the scheduled materials ahead of time.
8. As a shipmate, I have a right to expect you will only seek promotion or advancement if you are ready, willing and able to assume greater leadership and mentoring responsibilities. I also have a right to expect that a greater commitment of time and talent will be expected as you climb the career ladder.
9. As a shipmate, I have right to call you "shipmate" only if I expect that you and I will hold each other accountable for meeting all of these expectations.
10. As a shipmate, I have a right to expect that \_\_\_\_\_.

Reading each one of these, it seems pretty clear what the expectations of our shipmates are today. I left number 10 blank because I wanted to hear what expectations you might have of our shipmates and yourself. E-mail your number 10 to me at: mseward@bigvalley.net. I'll address your input in my next "View from the Bridge."

## Day Selected as Next Reserve Flag Officer

PORT EDWARDS, Wis. — CAPT Steven E. Day has been selected as the next Reserve Rear Admiral (lower half).

Day currently serves as Reserve Chief of Staff, Coast Guard Pacific Area, Coast Guard Defense Forces West, Alameda, Calif.

A resident of Port Edwards, Wis., Day enlisted in the U.S. Coast Guard in 1967, and attended Damage Controlman School at Governors Island, N.Y. He was stationed at TRASUPCEN Alameda and CGC TANAGER during his first tour on active duty.

He then joined the Coast Guard Reserve in June 1973 as a DC2 and member of RU Duluth, Minn. augmenting at Station Marquette, Mich. He also served at RU Green Bay, Wis. Following his commissioning as an ensign in 1979, he served at RU Green Bay and deployed to Aqaba, Jordan in 1985 and 1987 to assist in training the Royal Jordanian Coast Guard.

Day also served as Commanding Officer of RU Hancock, Mich.; and at RU Green Bay following a stint as Operations Officer of PSU 303 Milwaukee, which deployed to the Port of Damman, Saudi Arabia in support of OPERATIONS DESERT SHIELD/DESERT STORM (1990-91). Other assignments include: Commanding Officer of PSU 303 Milwaukee (notional), USTRANSCOM, Commanding Officer of PSU 309, Port Clinton, Ohio, and Commanding Officer, CG Element, Joint Forces Command, Norfolk, Va. He was recalled to active duty from March 2003 to October 2003 in support of OPERATION IRAQI FREEDOM, assigned to the Pentagon, National Military Command Center, and CG Headquarters, Defense Operations. From November

2003 to November 2005, he was assigned as the Senior Reserve Officer, Deputy Chief of Staff for D5, Portsmouth, Va.

His personal awards include a Defense Meritorious Service Medal, two Meritorious Service Medals, three Joint Defense Commendation Medals, two Coast Guard Commendation Medals, Navy Commendation Medal, Coast Guard Achievement Medal, Joint Defense Achievement Medal and numerous other personal and unit decorations.

Day earned a bachelor's degree from Northern Michigan University and a master's degree from the University of Wisconsin Stevens Point. His civilian occupation is Manager of Labor Relations and Training for Domtar at their Wisconsin Operations in Port Edwards, Wis.

ALCOAST 347/07 gave the results of the Reserve Rear Admiral (Lower Half) Selection Board.



RDML (Sel.) Steven E. Day



Photo courtesy CWO4 Jack Brown, USCGR

## USCG Birthday in Baghdad

Floyd Lee, Embassy Baghdad Dining Facility Manager, left, offers his congratulations to CWO4 Jack Brown, USCGR, in honor of the U.S. Coast Guard's 217th birthday. Lee provided a cake and a static display of Coast Guard pictures at the entrance to the "Palace" Dining Facility Aug. 4, 2007.



# DOG brings PSUs, MSSTs, TACLETS, Strike Teams, NCWs Under One Command

By PA2 Michael Lutz, USCG

WASHINGTON, D.C. — The Coast Guard has commissioned a new command to fight terrorism and respond to natural disasters. This elite force of maritime first responders was established during a ceremony held at Fort Lesley J. McNair in Washington, D.C., July 20.

The Deployable Operations Group (DOG) takes the Coast Guard's six deployable special force units and puts them under one roof for the first time. By combining these forces into one command, their operating procedures and effectiveness are more streamlined and interchangeable.

"The DOG will improve the Coast Guard's response to national emergencies by providing equipped and trained adaptive force packages for any type of national emergency or threat," said RDML Thomas Atkin, Commander of the DOG. "By tailoring the response, personnel and equipment, they will be used more strategically and preserve assets for future use."

The DOG's mission is to provide organized, equipped and trained Deployable Specialized Forces (DSFs) to Coast Guard, DHS and interagency operational tactical commands. These forces will deploy in support of national requirements as adaptive force packages, across the U.S. and other high interest areas.

"The DOG will provide a 'one-stop shop' for adaptive force packages needed to meet a variety of threats and emergencies," said Atkin. "The DSFs will deploy in support of national requirements as tailored, integrated force packages."

The DOG will respond to hurricanes and other major natural disasters, terrorist attacks or threats on the high seas and in ports, counter-narcotics operations and migrant interdiction operations and will work with interagency partners.

"As a sole force manager, we will be able to organize, equip and train these forces in our core mission requirements as well as ensure they are properly cross-trained in the special mission tactics, techniques and procedures utilized by the various DSFs," said MKCM Darrick Dewitt, DOG command master chief.

The DOG will deliver whatever asset is required to complete the mission instead of having to call multiple units for different resources.

"No longer will the response to a particular event or crisis involve just merely calling up a particular unit, like an MSST," said Atkin. "Rather, the request for a capability will come in and the DOG will take assets and aspects of any DSF

and put them together in a team to better match the capability request."

There are 34 units from around the country inside the six DSFs that make up the DOG. Of these, 12 are Maritime Safety and Security Teams (MSSTs) around the country from Miami, Fla., to Anchorage, Alaska.

"MSSTs are a domestic security antiterrorism force," said Dewitt. "They protect ports as well as high value assets within those ports. They also conduct waterfront security for high profile events."

The Maritime Security Response Team is a counterterrorism unit that is trained to conduct advanced interdiction operations in hostile environments and is located in Chesapeake, Va.

"Port security units are expeditionary forces," said Dewitt. "They're responsibility is to maintain and establish security in overseas ports during U.S. military operations and to protect the U.S. assets within those ports."

There are eight PSUs, staffed mainly by Selected Reservists.

There are two Tactical Law Enforcement Teams; one in Alameda, Calif., and the other in Miami, Fla. TACLETs deploy aboard Navy vessels to enforce U.S. and international laws.

The National Strike Force has three teams trained as warfare agent response units and is responsible for the removal of hazardous materials.

"The personnel that make up the Naval Coastal Warfare's five squadrons and two groups are responsible for the command and control, communication, computer and intelligence support," said Dewitt. "They are also the primary communication link between theater command and NCW units when they are deployed."

The idea of the DOG first came about after the terrorist attacks on Sept. 11, 2001. The Coast Guard deployed numerous units to New York Harbor to help evacuate people who were stranded and to secure the harbor. The different units were trained in multi-mission

operations but were not connected to each other very well.

"It occurred to me at that time as the Atlantic Area commander, if we could somehow put all those assets together that deploy, and if we train and equip them with a standard doctrine, they would be more effective in a similar event," said ADM Thad Allen, commandant of the Coast Guard.

The DOG is a result of what the Coast Guard has learned from the past. It is the newest weapon to counter the threats against the United States. By combining the DSFs and working with other agencies, the DOG will be better trained, communicate better and be able to respond to any situation faster.



## Reservists Support Capital Region No-Fly Zone

WASHINGTON, D.C. — Reservists from various duty stations were mobilized recently to stand up the newly-developed Coast Guard positions at the National Capital Region Coordination Center (NCRCC).

In September 2006, the Coast Guard joined the NCRCC to assist in security of the 3,000-square-mile Air Defense Identification Zone (ADIZ) around Washington, D.C. The NCRCC is responsible for coordination of air security for the National Capital Region (NCR). The watch center is staffed 24/7 with specialists from the various services and agencies including the U.S. Coast Guard, U.S. Air Force, U.S. Army, Federal Aviation Administration and Transportation Security Administration.

The NCRCC Coast Guard representatives support Coast Guard aircrews assigned to the air defense hangar at Reagan National airport. The crews operate HH-65 helicopters that identify and escort unauthorized aircraft flying in the ADIZ away from the secure airspace.

"As the Coast Guard NCRCC supervisor, I am very proud of the dedicated fellow reservists that were selected to set the way for this new mission as well as for future Coast Guard members assigned to staff the Coast Guard position at the NCRCC," said CWO4 Ray Hollen.

In addition to Hollen of Sector Charleston, answering the call were BMC Enrique Ford,

Station Miami Beach, OSC Michael Bazis, Sector Delaware Bay and OS1 Nicholas DiPalma, SFO Atlantic City. These reservists are the first Coast Guard Air Defense Watch Specialists for the NCRCC.



*Reservists assigned to the National Capital Region Coordination Center, left to right: OSC Michael Bazis, OS1 Nicholas DiPalma, BMC Enrique Ford, CWO4 Ray Hollen.*

## Golden Moment for OCS Class 2-57



*Graduates of Coast Guard Officer Candidate School (OCS) Class 2-57 held a three-day "golden anniversary" reunion at the CG Academy, New London, Conn. this past summer. It was the 50th year since their graduation on June 28, 1957, and 21 members out of the 129 graduates attended. The June 11-13, 2007 event coincided with the graduation of OCS Class 2-07.*



## LANTAREA Reserve Chief's Call



Photo by CDR Kirby Sniffen, USCGR

MCPO-CGRF Jeff Smith hosted the first-ever Reserve E-8 and E-9 Chief's Call for both Atlantic and Pacific Areas. LANTAREA's event (above) took place Aug. 18-19, while PACAREA's (below) took place Sept. 29-30. The theme of the Chief's Calls was "The Role of SELRES Senior Enlisted in the Future of the USCGR."

## PACAREA Reserve Chief's Call



USCGR photo by PA2 Rachel Polish, USCGR

### PSU 301 Returns From Cuba After Six-Month Deployment



BOSTON — As part of the Joint Task Force (JTF) Guantanamo Bay, Cuba, Cape Cod-based Coast Guard PSU 301 returned to Otis Air National Guard Base, Mass. June 8 following a six-month deployment in support Global War on Terrorism.

PSU 301's 53-member detachment arrived back at CG Air Station Cape Cod, met by family members and friends awaiting their return.

PSU 301 arrived in Guantanamo Bay, Dec. 1, 2006, to provide Anti-Terrorism and Force Protection on the waters of Guantanamo Bay, security and transportation for distinguished visitors, and security for other JTF Guantanamo Bay operations.

PSU 301 draws members from throughout New England as well as New York and New Jersey. Commissioned Aug. 20, 2005, this was the unit's first deployment.

"The fine men and women of PSU 301 distinguished themselves and were repeatedly commended for their professionalism and dedication to the mission," said CDR Steve Little, Commanding Officer. "I could not be more proud of them. It was an honor to lead them on this deployment."

— Story and photo by PA2 Lauren Downs, D1



Photo by PA2 Lauren Downs, D1 Public Affairs

SCPO Eric Johnson of Lancaster, N.H., hugs his son and daughter for the first time in six months after returning from Guantanamo Bay, Cuba June 8.



Photo by SK3 Benedict Mackiewicz, PSU 301

as Commanding Officer.

### PSU 301 Change of Command

RDML Thomas Atkin, center, presides over the Change of Command Ceremony at PSU 301 July 22 at which CDR Peter Conley relieved CDR Stevan Little

### Training Time at Sandy Hook

BMC Lee Haymon, left, conducts training using the Navigation package on board a 25-foot Rescue Boat Small



Photo by PAC Robert Laura, USCGR

(RBS) while Station Sandy Hook, N.J. petty officers MK3 Greg Bunkiewicz, MK3 Peter Kastritsios and MK3 Michael Witte listen. All four are reservists at Station Sandy Hook.

### Flag Day in Newport

Four Reserve Coast Guardsmen fold the flag at Flag Day ceremonies at the Elk's Club in Newport, R.I. The Elk's Club building was the site of the U.S. Naval Academy during the Civil War. MCPO Roger Grinnell, second from right, was instrumental in starting the ceremony 27 years ago.



Photo courtesy MCPO Roger Grinnell, USCGR(Ret.)

### Flag Raising at the Massachusetts Maritime Museum

Two Massachusetts-based Coast Guardsmen, from left, CPO Brent Zado and Auxiliarist Ron Doescher, each raise a flag during a reception in honor of the Coast Guard at the Newburyport, Mass. Maritime Museum, Aug. 3. The two flags, a Coast Guard ensign and a Coast Guard Auxiliary flag, were presented to the museum as part of their recently opened Coast Guard exhibit, which highlights Newburyport as the birthplace of the Coast Guard.

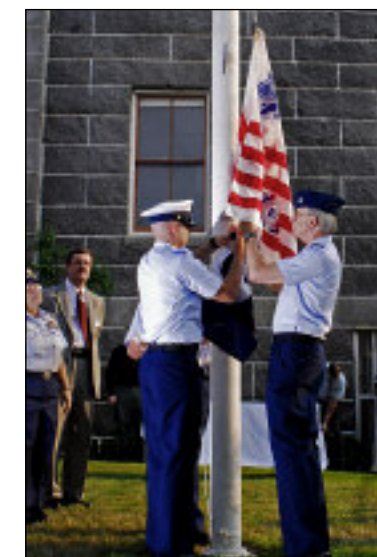


Photo by PA2 Luke Finnco, D1 Public Affairs

### Reserve's first female Chief Damage Controlman

Mary Cunningham, center, is advanced to become the Coast Guard Reserve's first woman Chief Damage Controlman (DCC) in a ceremony at ISC Portsmouth, Aug. 1. Pinning on the chief petty officer rank insignia are DCCM Amritt Villa, left, and her husband, Air Force Master Sgt. Willie Lee Cunningham, Jr., right. Cunningham, of Syracuse, N.Y., has served 22 years in the CGR. Damage controlmen are the Coast Guard's maintenance and emergency repair specialists.



Photo by PA1 Larry F. Chambers, USCG



Reservists Partake in Delaware River Clean Up

DELAWARE RIVER, Pa. — Coast Guard members participated and helped coordinate an eight-canoe team in picking up trash and debris on both sides of the Delaware River June 9. Trash and debris were recovered from a ten-mile stretch of pristine river banks on both the Pennsylvania and New Jersey sides.

American Rivers sponsored the event as part of the National River Cleanup Week. All 50 states participated with over 100,000 volunteers nation wide. The event on the Delaware River was organized by Mr. Tom McBrien with participation and assistance from four high schools, which brought in 50 high school students.

A total of over five tons of trash and over 130 tires were recovered. Coast Guard members ensured all safety precautions were adhered to and the event was completed with no mishaps.



hoto by PA1 Kyle Niemi, AIRSTA Atlantic City

Reservist Runs in the Sprint Triathlon

ENS Jordan Hardenbergh, of PSU 305, competed in the Sprint Triathlon in Culpepper, Va. on Aug. 5. He is seen here running the 3.1-mile run, after having completed the 750-meter swim, 15-mile bike, while proudly sporting the Coast Guard Orange and Blue. ENS Hardenbergh is hoping to train for a larger triathlon in the spring with some other members of PSU 305.



Photo courtesy ENS Hardenbergh, USCGR

Goodbye USS JFK...

A 25-foot RB-S from Security Detachment Mayport, Fla. escorts the USS JOHN F. KENNEDY as she departs Mayport for the



Photo by LT Robert A.J. Bowen, Sector Jacksonville



last time on July 26 before entering the mothball fleet in Philadelphia. The escort was a combined effort of the Jacksonville Sheriff’s Office, Customs and Boarder Protection, Security Detachment Mayport, Station Mayport, Sector Jacksonville and a helo from Naval Station Mayport.

PSU 308 Deploys for GTMO

GULFPORT, Miss. — Port Security Unit (PSU) 308 from Gulfport, Miss., is the latest unit to join Joint Task Force-Guantanamo (JTF-GTMO) operations in Guantanamo Bay (GTMO), Cuba. Partnering with the Navy, the Coast Guard provides harbor safety, port security, and Anti-Terrorism/Force Protection (AT/FP) for JTF-GTMO missions. PSU 308 deployed on June 1 and is scheduled to arrive back state side in early

December, 2007.

Since January 2002, PSUs from all over the country have been deploying to GTMO because of their special tactical training and skills. They are designed to deploy within 96 hours and establish operations within 24 hours.

When members of PSU 308 are not out on patrol they are training. Once a week, members hone their pistol and rifle skills on the range and conduct live-fires while underway. Boat crewmembers are responsible for the care of their weapons. To ensure readiness, the weapons are inspected every four hours and disassembled and cleaned after every shift. A boat crew of three to four working a rotating 12-hour shift, has a comprehensive task list.

Before deploying to GTMO, PSU 308 hosted a special visitor, the Commandant, ADM Thad Allen. He was given a tour of the unit’s facilities and spoke with members individually answering their questions and concerns.

“That’s the part I really appreciate,” said MK1 Barney Ingram. “He gets input from the people who do the job.”

After touring the facility, it was time for some tasty southern Mississippi mudbugs (or crawfish). The Command Master Chief of PSU 308, PSCM Robert Fowler, spoke extensively with the Commandant as they slurped down some of those red-hot devils.

“He (Commandant) was very interested in what was going on at the grass roots level,” said Fowler. “Anything that affected our ability to perform, he wanted to know about.”

The Commandant concluded his visit with an All Hands fielding questions from the entire unit on such topics as advancement, escalating boat operations, streamlined training,



CDR Michael Hart, Commander Officer, of PSU 308 and his Executive Officer, LCDR Ralph Conner, discuss the mission ahead as their unit prepares to board a C-130 aircraft bound for Guantanamo Bay, Cuba June 1.

Reservist's Paddleboard Journey Raises Beach Safety Awareness, Wins Accolades



COCOA BEACH, Fla. — Devoted to fitness, BM3 Wyatt Werneth has run races, marathons and triathlons. This year, the Station Canaveral Reservist cooked up a new personal challenge to draw attention to another one of his passions — beach safety. The Brevard County, Fla. Ocean Rescue Chief left Miami in mid-May, hoping to paddle more than 300 miles to Cocoa Beach, earning an entry in the Guinness Book of World Records along the way. He timed his departure to coincide with both National Beach Safety Week and Boating Safety Week. His motivation came from work as a reserve BM3, as an ocean rescue chief with 13 years of tenure, and as a father.

“This was a terrible year in terms of beach safety and I wanted to bring awareness to safety issues and honor those who have perished at sea,” said Werneth, 40, who admittedly, also loves a challenge. “I’m a waterman and paddling seemed like a small sacrifice so that people would think about ways to improve their safety in the water,” he said.

Leaving from Miami Beach, Werneth’s trip started at sunrise on May 19, as he paddled northeast toward the ocean for about 15 miles. He estimated he would reach Cocoa Beach in 30- 70 hours, traveling up the Gulf Stream. Though his motivation and fitness levels were at their peak, the journey took a bit longer than expected. But Werneth was on something of a personal quest to draw attention to beach safety issues.

“I’m ready for this,” he said, one day prior to launching his 18-foot paddleboard tricked out with a United States Coast Guard racing stripe and decals from local businesses that supported his venture. After reaching Cocoa Beach, the plan was to paddle up to the 95-year-old Jacksonville Beach Red Cross Lifesaving Station, stopping every 30 miles to rest and hold press conferences about beach safety along the way. Werneth met his commitment of reaching out to all who would listen to his message.

“I think people are unaware of how menacing the sea can be,” he said.

Competing in local and statewide paddleboard races since 1998, Werneth also surfs, paints and draws. A competitor by nature, training for this particular feat involved months of rowing, running and weight lifting.

“But the water is where I am most comfortable,” he said, noting the dangers associated with his paddleboard feat. “A gale or a nor’easter could also affect the boat crews that helped me, so we paid close attention to weather.”

With a checklist of challenges ranging from dehydration and exhaustion to inclement weather and hungry marine life, Werneth seemed to have covered his bases. That came as no surprise to his wife, Pam, who posted daily progress updates on her husband’s Web site <http://whereswyatt.com>.

“Wyatt’s in phenomenal shape and he’s ready for anything,” she said of her triathlon and endurance competitor husband. Along with their four-year-old daughter, Saylor, she stood watch, waiting with her cell phone for word from her husband regarding his whereabouts.

Werneth prevailed, but faced challenges along the way. At one point, gusts and eight-foot seas forced him to leave the Gulf Stream for the safer waters of the Intracoastal Waterway (ICW). Ironically, he worried about his



Photo courtesy of Pam Werneth

crew, comparatively safe, following in a 26-foot Catamaran, but also feeling the effects of wind and waves.

“We took care of each other,” he said. As an ocean rescuer, Werneth was attuned to physical problems associated with exhaustion from paddling with his head down. Motivated by thoughts of a rescue season that was stressful and frustrating, he recalled 24 rescues in a short period. He’s quick to point out he was not truly alone on his paddleboard journey. Devoted friends and family provided a cheering section and Coast Guard Auxiliarists remained close in the 26-foot boat, ensuring Werneth had plenty of fluids, sun block and snacks along the way.

“This guy is an amazing inspiration,” said Dan Jacquish, a Coast Guard Auxiliarist at Station Canaveral since 2000. “He’s an inspiration. Most impressive of all were Wyatt’s high spirits. I think he kept us all pumped up for 24 hours even as we faced five-foot swells and choppy seas. He’s a poster child for fitness.”

Werneth is equally taken with the support of his boat crew. “Though not everything went according to plan, we improvised,” he said, emphatically stating the crew was an integral part of his success, helping with decisions about fluid intake and stamina, especially in rough weather.

A waterproof photo of his wife and daughter affixed to his paddleboard, a montage of images floated across Werneth’s thoughts as he paddled. He saw 10 sunsets, recalls threading his way through sailboat anchors near Jupiter, Fla. and dodging walls of waves thrown by large powerboats. One potent memory is of quietly paddling along a narrow channel in Matanzas Inlet near a small fort outside of St. Augustine.

In just nine days, he landed in Jacksonville, setting several records including a Guinness world record for the longest paddleboard journey. Logging in 345 miles, Werneth is proud of his achievements. When he reported for a drill weekend a week

after completing his quest, he was still tired, and his chin still sore from paddling with his head down. Yet, as he reflected upon the challenges and changes in his route, he had much to celebrate.

“It all worked out well,” he said, noting he was energized by well-wishers along the way.

He found sailors and onlookers well aware it was Boating Safety Week. Not one to miss an opportunity to multi-task, Werneth seized the moment.

“I was able to deliver messages about boating safety to anyone who would listen,” he said. “Even if only one person is more aware of the dangers out there, we’ll be in better shape.”

— By PA2 Judy Silverstein, Rescue 21 Project

Werneth's efforts yielded three world records. From the World Records Academy he received accolades for:

- Completing the longest paddleboard journey (345 miles on an 18-foot paddleboard from Miami Beach, Fla. to Jacksonville, Fla.)
- Achieving the longest paddleboard distance in 24 hours: 103 miles from Miami Beach, Fla. in the Atlantic Gulf Stream and up the Atlantic Intercoastal Waterway
- Covering the greatest distance (345 miles in nine days from Miami Beach to Jacksonville).





**The Commandant, ADM Thad Allen addresses PSU 308 members before their deployment to Guantanamo Bay, Cuba May 24.**

and integrating law enforcement rates into the Deployable Operations Group (DOG).

“One of the Commandant’s chalices was putting together the DOG which will include MSSTs, PSUs, Strike Teams and other units all under one command,” said CDR Michael Hart, Commanding Officer of PSU 308. “This will make us more efficient.”

Reflecting on the Commandant’s visit, Hart continued, “He has a vision. He’s moving the Coast Guard forward, and modernizing it. He’s making needed improvements and running full-speed ahead. The port security community is a big part of his future plans.”

Preparing members for the stark reality of being separated from their family was a priority for the PSU command staff.

Addressing unit members and their families, Executive Officer LCDR Ralph Connor told them, “The hardest part is at home. Break the link a little because it will tear you a part to talk to your loved ones everyday.” He added the spouses at home had to take charge using the phrase “command and control.”

— **Story and photos by PA2 Susan Blake, USCGR**

**On Guard...**

**Coast Guard Reservists on Title 10 in two heavily armed**



**Coast Guard response boats from Station Port Aransas, Texas, establish a security zone around ATLANTIC FOREST Aug. 7, which is importing vital military assets. Both response boats kept a vigilant lookout for boaters who approached the security zone.**

**River Watch...**

Coast Guard Reserve MST2 Jeff Huckleberry, along with an active duty boatcrew from Sector Ohio Valley, kept watch over the remaining swimmers taking part in the Physical Therapy

Plus Triathlon July 28. This is a biannual event where participants swim 1500 meters, bike 24.9 miles and run 6.2 miles.



**Coast Guard Rescues Man From Lake Ontario**

ROCHESTER, N.Y. — The Coast Guard rescued a man on Lake Ontario Sept. 22 at approximately 11:58 a.m.

Gary Leary, 61, of Rochester was pulled from the water by Coast Guard Station Rochester’s 47-foot Motor Life Boat crew. Leary was sailing with a friend when the boom of his sailing vessel swung and knocked him from his boat. Leary was not wearing a life jacket and his friend did not know how to operate the sailing vessel.

The Coast Guard was hailed on the radio for assistance by the friend that was stranded on the sailing vessel with no means to save Leary.

After treading water for 25 minutes, Leary was recovered more than a mile northwest of the Genesee River and treated for a severe head laceration. Leary was taken back to Station Rochester and transferred to Emergency Medical Services.

Leary was transferred to Emergency Medical Services at Station Rochester. BM3 Timothy Perrigo helped the friend sail the vessel back to shore.

— **D9 Public Affairs**

**West Coast Units Offer Major League Support for All-Star Festivities**

SAN FRANCISCO — The security plan for the 2007 Major League All-Star events in and around AT&T Park was more than a year in the making, as were the plans for festivities surrounding the annual extravaganza.

Under the stars the Home Run Derby, Old-Timers Softball Game, Red Carpet Parade and the big game, the Coast Guard, Coast Guard Reserve and Coast Guard Auxiliary also shined, providing waterside security for more than four days in support of the San Francisco

Police Department and other agencies. The events on San Francisco’s waterfront had been deemed a level IV National Special Security Event. As such, a large security force was required and was structured under an Incident Command System, with San Francisco Police Department serving as the lead agency.

Coast Guard units involved for the four days included all elements of Sector San Francisco; boat crews and assets from Stations San Francisco, Rio Vista, Vallejo, Lake Tahoe, Bodega Bay, and Golden Gate; MSSTs San Francisco, San Diego Seattle



**A Coast Guard crew from Station Bodega Bay keeps a watchful eye over boaters in McCovey Cove near AT&T Park during the Home Run Derby.**

and Los Angeles; Air Station San Francisco; CGCs PIKE, TERN, HAWKSBILL and BARRACUDA; ANT San Francisco, FIST San Francisco; and the Coast Guard Auxiliary.

Augmenting active duty personnel were a number of reservists, including PS2 Larry Ramirez-Garcia of Sector San Francisco, and BM1 Pat Avelino, MK3 Henry Velez, PS3 Sean Fadely, BM3 Samuel Smith, and PS2 Richard Schiffer of MSST San Francisco.

All were integrated with active duty crews to enforce 24-hour security zones around McCovey Cove outside right field of AT&T Park, a popular hangout for boaters, kayakers and people on surfboards and other floating objects hoping to catch home run balls flying out of the ball park. Because of its popularity, especially during the Home Run Derby, this area was the focus of a great deal of attention.

To ensure a safe and orderly setting, access into the area for four days was restricted to human-powered vessels 20 feet or less. MSST and station boat crews monitored two entry points, created by security booms, into McCovey Cove and inspected each vessel. Each vessel was required to have a life jacket for every person on board, a sound producing device, and a flashlight if operating after sunset. Anything deemed unsafe by the Coast Guard, such as inner tubes or floating novelty items, was not allowed into the Cove.

“After inspecting the vessels, we would issue them a sticker,” said PS2 Schiffer. “We were extremely busy but we served a very valuable function providing security for a high-profile sporting event. The public was generally very understanding and appreciative of the security measures.”

Meanwhile, MSST dive teams and K-9 units also performed security sweeps at area ferry terminals which were providing direct routes for fans to and from AT&T Park. Each ferry traveling to the park was inspected by a K-9 team and embarked by Coast Guard boarding teams. An HH-65 helicopter from Air Station San Francisco provided aerial support during the ferry transits.

“This special security event provided an excellent opportunity for Sector San Francisco to exercise our surge plans and capabilities, employing MSST boats and crews, K-9 and Dive Teams from the entire West Coast, as well as boat crews from the Sector’s five of our outlying stations,” said CDR Pat DeQuattro of Sector San Francisco Response Division. “This operation was a great Coast Guard success.”

— **By PA1 Alan Haraf, USCGR, D11 Public Affairs**

**Change of Watch for Resrve CMC**

MCPO Tom Cowan, left, shares a moment of reflection with MCPO Forrest Adams during a Sept. 30 ceremony in Alameda, Calif. where Cowan passed the watch of District 11 Reserve Command Master Chief to Adams.



**PSU 313 Conducts Exercise at Indian Island**

NAVAL MAGAZINE INDIAN ISLAND, Wash. — Coast Guardsmen from PSU 313, based out of Tacoma, Wash., held an exercise here Sept. 7-9 to hone their landside security techniques and defensive and offensive boat driving skills. PSU 313 members spent the weekend working on specialized skills that included setting up a tactical operations command, patrolling

through rough terrain and protecting high value assets on the water. PSU 313, like other Coast Guard PSUs, is designed to be deployed anywhere in the world where port and waterway security is needed.

— **D13 Public Affairs**



**Members from Port Security Unit 313, acting as the opposing forces, storm the beach as part of a recent tactics exercise.**

**Munro Mystique...**

CDR Ray Evans, USCG (Ret.), left, and CDR Doug Sheehan, USCGR(Ret.) place a memorial wreath during a ceremony for Medal of Honor recipient Signalman First Class Douglas Munro in Cle Elum, Wash. Sept. 27. Munro received the





Medal of Honor after facilitating the rescue of hundreds of Marines from a beach at Guadalcanal before he was killed Sept. 27, 1942. Evans served with Munro during the battle at Guadalcanal and Sheehan is Munro's nephew.

Pasco Named D14 Reserve CMC

HONOLULU — MKCM Guy F. Pasco has been selected as the Fourteenth District's first Gold Badge Reserve Command Master Chief. Pasco has nearly 30 years of service including nine with the U.S. Navy and has served in the Fourteenth District since joining the Coast Guard in 1985. As a member of Reserve Unit Oahu and then NESU Honolulu, Pasco has diligently ensured Coast Guard units were operationally ready to perform their mission and guided the careers of many Coast Guard men and women. He will serve as the D14 Commander's "eyes and ears" during unit visits and chiefs' calls, paying particular attention to Reserve issues and Reserve force readiness. With MCPO Pasco's selection, MCPO David Kokata is relieved as D14's Silver Badge RCMC. Kokata has served in that capacity since September 2003. See ALLCOGARDFOURTEEN 009/07 for more information.

GRADUATIONS

CPO Academy Reserve Class 22

Reserve Class 22 of the Chief Petty Officers Academy graduated June 8, 2007 at TRACEN Petaluma, Calif. Front row, left to right: OSCM Rich Sines, Vice President; YNC Amanda Myers, Treasurer; YNC Lisa Hoff, Secretary; MSTCM Kevin Fong, President. Second row, 1 to r: MSTC Gary Dennis, BMC John Kuhn, BMC Doug Gibson, BMCS Brian Wells, PSC Wyatt Crabtree, MSTCS Judson Reeves, BMC Larry Brown. Third row, 1 to r: MSTC Paul Wysosky, YNC Melissa Sharer, MSTC Gregory Kester, BMC Bob Milne, MKC Jarl Pellinen, BMC John Key. Fourth row, 1 to r: PSC Herb Wagner, BMC Greg Robertson, MKC Ken King, BMC Gary Burns, PSC Ed Croissant. Fifth row, 1 to r: OSC Marco Vellejo, ETC Michael Steele, MSTC Curt Stedman, BMC Lee Haymon, BMC Dave Horn, ETC Christopher Lipke, PSC Erik Youngquist. Sixth row, 1 to r: BMC John Marschhauser, GMC Chris Torres, MKC Sonny Strickland, BMC Ken



Photo by SCPO Michelle Henry, CPO Academy

Kezdi, DCC Ben Bones, PSC Brian Donohue, BMC Jeremiah Marcotte. Back row, 1 to r: MSTC Joe Andrade, BMC Patrick O'Sullivan, YNC Thomas Howard, MSTC Dave Hamilton, MKC John McDermott, ETC James Welker, MKC Stephen Davis and BMC Adam Dixon.

U.S., Canadian Coast Guards Conduct International Oil Spill Training

KODIAK, Alaska — The U.S. and Canadian Coast Guards and other state and federal agencies completed a three-day international training exercise recently in Ketchikan.

The exercise was designed to refine and test the joint emergency response procedures of the United States and Canada during a major pollution incident on waterways shared by both nations. The scenario presented to the group simulated the grounding and discharge of oil into the river from a large merchant vessel.

The CGC ANTHONY PETIT, home ported in Ketchikan, deployed its Vessel of Opportunity Skimming System as part of the drill. The system is designed to be easily deployed from a variety of vessels during an oil spill. A mechanical arm is extended out from the vessel's side and trails a boom to gather and retrieve oil.

"Today represents the culmination of two years of planning, actually more than 15 years of planning, because the United States and Canada have been exercising our capabilities to mitigate oil spills since 1992," said CAPT Mark Guillory, Sector Juneau Commanding Officer.

— D17 Public Affairs



Photo by Mr. Scott Prince

REBI Class Romeo 06-07

Congratulations to Reserve Enlisted Basic Indoctrination Class Romeo 06-07 who graduated May 25, 2007, at Training Center Cape May, N.J. Front row, left to right (company commanders): MKCS Wayne Self, OS1 Thomas Carella, AMT1 Chris Hatch, GMCS Don Clayton. Second row, 1 to r: SN Smith, PO Brownley, SN Hsieh, SN Ivanosich, PO Logan, PO Clow, PO Honkan, PO Gordon, SN Dejesus. Back row, 1 to r: PO Lakose, SN Blair, PO Herzog, SN Durfee, SN Arnett, PO Davis, SN Kammerer, PO Tacker, PO Pantschyschak, SN Pratt.

REBI Class Romeo 07-07

Congratulations to Reserve Enlisted Basic Indoctrination Class Romeo 07-07 who graduated June 29, 2007, at Training Center Cape May, N.J. Front row, 1 to r: GMCS Donald Clayton (company commander), SN Illich, PS2 Crisostomo, SN Deflinger, SN Jimenez, SN Oh, PS3 McGuire, SN Daughton, SN Scott, AMT1 Chris Hatch (company commander). Back row, 1 to r: PS2 Evener, EM2 Olson, MK1 Bond, PS3 Figueroa, SN Garcia, ET3 Garrett, PS2 Hailey, SN Oestreicher, SN Giblon, SN Aguilar.



Photo by Mr. Scott Prince

REBI Class Romeo 08-07

Congratulations to Reserve Enlisted Basic Indoctrination Class Romeo 08-07 who graduated July 27, 2007, at Training Center Cape May, N.J. Front row, 1 to r: SN Dingman, PO Schrock, SN Yanosy, PO Ford. Second row, 1 to r: GMCS Donald Clayton (company commander), SN Watson, PO Damitio, PO Cruz, SN Greb, SN Vickers, PO Munoz, SN Vivas, AMT1 Chris Hatch (company commander). Third row, 1 to r: SN McCreary, SN Alonso, SN Flaquer, FN Rivera, PO Rojas, PO Sycz, SN Legette, PO Elahi. Back row, 1 to r: SN Carter, PO Maitino, PO Yandell, PO Leonardo, PO Illich, SN Treese, FN Bechler, PO Burnett, PO Swartz.



Photo by Mr. Scott Prince





# TWIN CITIES TRAGEDY

**COAST GUARD RESPONDS FOLLOWING THE  
COLLAPSE OF THE I-35W BRIDGE IN MINNESOTA**

**STORY AND PHOTOS BY  
PS1 KEVIN ROFIDAL, USCGR**





Just after 6 p.m. on Aug. 1, the I-35W bridge gave way and collapsed into the Mississippi River in Minneapolis, Minn. Resurfacing renovations were under way at the time of the accident, and there were several pieces of heavy construction equipment, building materials, and more than 100 vehicles on the bridge.

Several vehicles ended up in the water and on the banks of the Mississippi, leaving victims injured and waiting to be rescued. Many people were stranded in partially submerged vehicles with pieces of debris from the bridge structure scattered around them. Prior to the arrival of local police, fire, and emergency service personnel, private citizens made initial rescue efforts, saving as many motorists as possible. The quick thinking of these Good Samaritans and their courageous and selfless acts as the first witnesses on scene saved many lives.

The catastrophic failure of the 40-year-old bridge resulted in the loss of 13 lives and 100 people injured. Many who died were entombed in their submerged vehicles and construction equipment on the bottom of the river. Some of the rescuers were seen swimming in the swift waters as they moved from vehicle to vehicle in an attempt to save lives. A majority of the rescues can be attributed to the Minneapolis Police and Fire Departments. Credit also goes to the banded team of Minnesota Task Force One — an urban search and rescue team comprised of fire fighters, paramedics, nurses and emergency physicians designed to deal with specific problems like this challenge. After initial rescue efforts had been exhausted, it quickly turned to a recovery operation.

The Coast Guard Marine Safety Detachment (MSD) St. Paul received an early notification of the bridge collapse from reservist BM2 Brandon Kuske, who had been called to duty for the local police department. This helped cut the Coast Guard’s response time. The MSD quickly sprang into action, staffing the Minnesota State Emergency Operations Center (EOC) and coordinating the response of Coast Guard assets. LT Carl Kepper, MSD Supervisor, represented the Coast Guard at the EOC serving as a liaison between command at Sector Upper Mississippi River in St. Louis, and local officials. Reservist LT Jared Angelle, recalled for this disaster, soon joined Kepper at the State EOC.

“It just didn’t seem real, it kind of looked like a movie set or something,” said Angelle.

MSD St. Paul, staffed by CWO David Swisher, CWO James Condra and MSTC Joseph Dentry, coordinated local operations and the recall of reservists for response boat crews. Coast Guard Auxiliarists Bob Smekta and Denny Sando also responded quickly with two Auxiliary boats crewed by members from Division 11 to aid MSD St. Paul with enforcing an initial safety zone.

A MSD St. Paul Reserve boat crew from three different states, responded quickly deploying the unit’s new 25-foot RB-S approximately two hours after the collapse. The initial crews consisted of PS1 Mark Mirsch, BM1 Nick Bray, PS1 Kevin Rofidal, MK1 Eric Gadbois, BM2 Mike Arney, BM2 Jeremy Cummings, MK2 Chris Weik and BM3 Joel Bradley.

“When I saw the bridge, I couldn’t imagine that here is a major interstate sitting in the river,” said Mirsch.



**A photo upriver shows the aftermath of the tragedy and some of the obstacles rescuers encountered.**

Coast Guard crews worked closely with the Hennepin County Sheriff’s Department, an agency with extensive experience operating on the river and conducting dive operations in the murky and treacherous waters of the fast-moving Mississippi River. The bridge collapse happened just a few hundred feet downstream from the St. Anthony Lock and Dam, which created further complications for rescue and recovery.

Within only hours of the bridge collapse, Sector Upper Mississippi River personnel — CWO Timothy Shouse, CWO Bill Perkins, CWO Lance Walton and LTJG Clint Townsen — established a Marine Transportation System Recovery Unit (MTSRU) at the request of the Sector Commander, CAPT Sharon Richey. The goal of the MTSRU was to assess economic, critical infrastructure and transportation disruption impacts to the local marine community due to a long-term river closure (the river was closed between mile markers 848 to 857). Working closely with the Department of Homeland Security, local agencies, and industry representatives, the team was able to identify primary and secondary impacts of the river closure and documented them in a brief given to the Secretary of Transportation.

Working alongside local law enforcement, Coast Guard boat crews established a security zone around the collapse, maintained around the clock for the next 20 days, as dive operations continued. An HH-65C helicopter crew from Coast Guard Air Station Traverse City, Mich. (serving TDY at Air Facility Waukegan, Wis.) also deployed to the scene, assisting with SAR operations.

Less than 24-hours following the collapse, boat crews arrived from St. Louis, Mo., Milwaukee, Wis., Two Rivers, Wis., Duluth, Minn. and Sault Ste Marie, Mich. The St. Paul crews operated all night until relieved by assets from these units in the Eighth and Ninth Districts. On Aug. 4, MSST 91106 from New York arrived, augmenting boat forces and allowing other crews to return to their duty

stations. On Aug. 11, boat crews arrived from Sector Lower Mississippi River, Sector New Orleans, Station Gulfport, and Station Aransas to relieve MSST 91106 until recovery operations were completed, Aug. 20. Boat crews enforced a seven-mile security zone, transporting investigators and responders to the bridge wreckage, and assisting Coast Guard Public Affairs Officers from D8 and D9 as well as the Pentagon Channel with access to the scene.

This event thrust Minneapolis into the national spotlight, and included visits from President Bush and media outlets from around the world. Within days, the U.S. Navy and FBI deployed dive teams who worked closely with the Hennepin County Sheriff’s Office. Though hampered by inclement weather, dive operations continued until the last victim was recovered, Aug. 20.

Though the exact cause of the bridge failure is still under investigation, the U.S. Coast Guard worked closely with a number of agencies including the National Transportation Safety Board (NTSB), Minnesota Department of Transportation, Minnesota Department of Natural Resources, Minnesota Highway Patrol, Minneapolis Police Department, Hennepin County Sheriff’s Office, Minneapolis Fire Department, FEMA, Minnesota Homeland Security and Emergency Management (HSEM), Minnesota Pollution Control Agency (MPCA), OSHA, Army Corps of Engineers, U.S. Navy, Federal Bureau of Investigation, and the American Red Cross. Special Agent John Engle, a Coast Guard Reservist who serves on the Minneapolis Police Department, was on scene nearly round the clock for the first few days.

The support received from Sector Upper Mississippi River, ISC St. Louis, and ESU St. Louis greatly aided MSD St. Paul by providing exceptional operational support to the unified command. President Bush, the Secretary of Transportation, and Governor of Minnesota all extended a sincere thanks to the Coast Guard for their response to this tragic event.



**The twisted metal and destruction in the aftermath of the bridge collapse that left 13 people dead and over a hundred people injured.**



U . S . C O A S T G U A R D

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# BATTLE STREAMERS

STORY BY

PA2 JUDY SILVERSTEIN, USCGR

COMPILED FROM

THE USCG HISTORIAN'S OFFICE

AND THE OFFICE OF USCG MEDALS AND AWARDS





Coast Guard battle streamers reflect participation in campaigns and conflicts, commemorating significant battles beginning with the French Naval War in 1798.

According to Coast Guard Historian Dr. Robert Browning, the use of battle streamers has its beginnings in antiquity.

“Various emblems were carried into combat by ancient armies, many of whom placed sacred objects at the tops of poles and adorned them with streamers,” said Browning. “Objects such as Imperial Rome’s eagle were recognized throughout the world but cloth banners eventually replaced these objects. Medieval knights, for example, attached distinguishing streamers to their lances so they could be instantly recognized.”

The history of battle streamers can also be traced to 1861, when Maj. Gen. John C. Fremont, then commander of the U.S. Army’s Western Department, ordered the word “Springfield” to be emblazoned on the colors of units involved in the fighting at Wilson’s Creek, Mo., to commemorate their valiant efforts. During the following year, the Army issued a General Order stating regiments and batteries were authorized to emblazon the names of the battles in which they had played a meritorious role, upon their colors.

Three decades later, silver rings replaced these until the supply of that precious metal ran short in 1918. Silver ribbon was used in place of the silver rings, and they were inscribed with the name of battles and major operations during World War I, thus becoming the forerunners of present day battle streamers. In 1920, hand embroidered silk bore the name of each battle or campaign and that same year, the War Department authorized a blue silk streamer embroidered with the name of each campaign. The silk streamer was adopted to reflect meritorious service in action and continues as a colorful service tradition.

The Coast Guard adopted battle streamers in 1968 following the practice established by the U.S. Marine Corps. The Coast Guard’s 34 battle streamers serve as colorful reminders of sacrifice, service and a proud heritage. According to Browning, they represent a visual tribute to the men and women of the Coast Guard — both past and present — and their heroic deeds.

Attached to the Coast Guard standard, battle streamers replace cords and tassels. A symbol of our rich history, they represent heroic actions in all maritime encounters dating back to 1798.

## COAST GUARD BATTLE STREAMERS DESCRIPTIONS

### French Naval Battle (Quasi War with France)



Streamer is Light blue with two groupings of red, white and blue stripes. During the period 1790-1799, Alexander Hamilton's fleet of 10 small Revenue Cutters assumed the task of protection of American trade in the absence of a regular Navy. During the 1790's this fleet engaged French privateers who preyed on American merchant vessels. Although out-gunned, outgunned, and outnumbered, the cutters distinguished themselves. The cutter EAGLE captured five French vessels and recaptured seven American vessels. Cutter PICKERING captured the L'EGYPTE CONQUISE, a vessel with twice the armament and three times the complement of the cutter.

### War of 1812



Streamer is scarlet with two white stripes. Twelve Revenue Cutters were called upon to participate in "the second battle for independence." The battle was barely a week old when the cutter JEFFERSON captured the first prize to fall to the American fleet, the merchantman PATRIOT. In all, the cutters took 14 enemy ships.

### Indian War



Streamer is scarlet with two black stripes. The 1835 massacre of an army detachment by the Seminole Nation resulted in the deployment of American forces to the Everglades. The maneuverability and shallow draft of the Revenue Cutters proved beneficial in the performance of a myriad of duties, including troop, armament, and supply transportation, and the landing of Revenue Cuttermen to fortify settlements and pursue Seminole raiding parties into the treacherous Everglades.

### Mexican War



Streamer is green with one stripe. In June of 1846, nine cutters comprising the first official squadron of Revenue Cutters commenced operations against Mexico in the Gulf of Mexico. This small squadron performed scouting, convoy, towing, and blockade duties, as well as transporting troops and supplies and carrying mail and dispatches. During the first expedition to Tabasco, the cutter FORWARD provided single-handed artillery support, and combined with the cutter McLANE to blockade the port.

### Civil War



Streamer is blue and gray, equally divided. The first maritime shot of the Civil War, fired by the Revenue Cutter HARRIET LANE across the bow of the confederate vessel NASHVILLE during the bombardment of Fort Sumpter, marked the beginning of Revenue Cutter Service participation in the War Between the States. Revenue Cutters aided in the crucial blockading of more than 3,000 miles of Confederate coastline, cutting vital southern supply lines.

### Spanish Campaign



Streamer is yellow with two blue stripes. The sinking of the U. S. battleship MAINE in Havana Harbor in 1898 crystallized American sympathy for those seeking Cuban independence from Spanish rule. The Revenue Cutters were called upon, and eight cutters took part in the blockade of Havana. One cutter operated with Dewey at Manila Bay, four cutters patrolled the West Coast against raiders, and seven others worked with the Army guarding principle ports for Boston to the Mississippi passes. Heroic action by the tug HUDSON at Cardenas Bay, Cuba, resulted in the award of a special Medal of Honor at the direction of President McKinley.

### World War I Victory



Streamer is a double rainbow. Protection of the Allies' supply convoys was vital to victory in World War I. In mid-1917, six cutters formed Squadron Two of Division Six of the Atlantic fleet patrol forces. These vessels escorted many convoys between Gibraltar and Great Britain, and engaged German submarines in the Mediterranean. One cutter, the TAMPA, was lost with all hands in 1918 after safely escorting 18 convoys.

### China Service



Streamer is yellow with two red stripes. Awarded for operations in China from 7 July 1937 to 7 September 1939, and from 1945 to 1957. On 18 January 1953 a Coast Guard aircraft was dispatched to assist survivors of a Navy plane crash in China waters. After making an open sea landing and recovering all survivors, the Coast Guard aircraft was unable to take off and crashed with the loss of five crewmembers.

### Yangtze Service



Streamer is dark blue with two groupings of yellow and red stripes. U. S. Navy protected U.S. citizens against bandit and warlord forces in turbulent China. (1930-32) - Severe floods along the Yangtze River valley brought the U.S. Asiatic Fleet into action to aid millions of Chinese left homeless and hungry.

### American Defense Service



Streamer is yellow with two groupings of red, white and blue stripes. With the beginning of World Battle II in Europe, President Roosevelt required patrols off the entrances of U. S. ports as part of his neutrality proclamation. Coast Guard small craft patrolled every U. S. port, guarding against sabotage and other covert activities by the Axis powers.

### American Campaign



Streamer is blue with two groupings of white, black, red and white stripes; with red, white and blue stripes in center. During the early months of U. S. participation in World Battle II, most U-boat victims were west of the longitude where control of convoys was passed to the British. Using all available means to limit losses, Admiral King, CNO, formed Hunter-Killer groups which included numerous Coast Guard small craft and cutters.

### European-African-Middle Eastern



Streamer is green and brown with three stripe groupings: one of green, white and red, a second of white, black, and white stripes; and a center grouping of red, white, and blue stripes. Awarded for Coast Guard action in the European, African and Middle Eastern theaters, including landings at Salerno, Southern France, Anzio, Normandy, and North Africa.

### Asiatic-Pacific Campaign



Streamer is gold with two white, red and white stripe groupings; with blue, white and red stripes in center. Awarded for Coast Guard operations in the Asiatic-Pacific Theater, including Pearl Harbor, and landings at Guadalcanal, Tarawa, Makin, Luzon, and the Philippines.

### Croix De Guerre, French, World War II



Streamer is red with four green stripes. Twelve separate individual awards of the Croix de Guerre were made to Coast Guard service members for their involvement in the liberation of France.



Philippine Defense



Streamer is red with two white stripes. Awarded for Coast Guard participation in the Defense of the Philippines between 7 December 1941 and 5 May 1942.

Philippine Liberation



Streamer is red with one blue and one white stripe. Awarded for Coast Guard participation in the liberation of the Philippines between 7 December 1941 and 5 May 1942.

Presidential Unit Citation (Navy)



Streamer is blue, gold, and red. Awarded to Coast Guard vessels during World Battle II and to 7 high endurance cutters and 27 eighty-two-foot for participation in Operation SEA LORDS and Operation SWIFT RAIDER during Vietnam.

Philippine Independence



Streamer is blue with yellow border stripes and red, white, red center grouping. Awarded to Coast Guard individuals and units who participated in both the defense and liberation of the Philippines.

Philippine Presidential Unit Citation



Streamer is red, white and blue. Awarded by the President of the Philippine Republic to Coast Guards service members serving on units engaged in either the defense of the Philippines or the liberation of the Philippines.

World War II Victory



Streamer is red with rainbow border groupings and two white stripes. A major task of the Coast Guard in WWII was antisubmarine warfare. Coast Guard cutters and Coast Guard manned naval vessels helped win the battle of the Atlantic, and rescued more than 4,000 survivors of torpedoings. These ships, among them ICARUS, SPENCER and DUANE, destroyed five U-boats. Another major Coast Guard task was operation of the landing craft that hit the beaches at Guadalcanal, Attu, North Africa, Salerno, Anzio, Tarawa, Makin, Kwajalein, Eniwetok, Normandy, Southern France, Guam, Luzon, Saipan, Iwo Jima, and the rescue of survivors of sunken landing barges.

Navy Occupation Service



Streamer is white borders with a black and red stripe. Awarded to several Coast Guard vessels, including BUTTONWOOD, BIBB, and CHINCOTEAGUE for occupation of the territories of the enemies of the United States during and subsequent to World War II.

Korean Service



Streamer is light blue bordered on each side with white; white center stripes. Although the Coast Guard did not operate under the Department of the Navy in the Korean Battle, the Coast Guard instituted a port security program in response to executive order and manned a total of five Pacific weather stations in support of Korean operations. A number of LORAN stations were constructed to improve navigation in Korean waters, including a station at Pusan, Korea.

Navy Unit Commendation



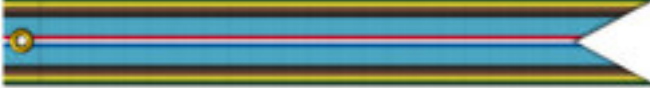
Streamer is green with two groupings of blue, yellow and red stripes. Awarded to Coast Guard units during World Battle II and to 74 Coast Guard units comprising Squadron 1, Squadron 3, Division 11, Division 12, and Division 13 for actions in Vietnam.

National Defense Service



Streamer is red with yellow center and two groupings of white, blue, white stripes. Awarded for service between 26 June 1950 and 28 July 1954, and for service between 31 December 1960 and 15 August 1974.

Armed Forces Expeditionary



Streamer is light blue with border groupings of green, yellow, brown and black; red, white and blue center grouping. Awarded for post-Korean war services in which foreign armed opposition was encountered or hostile action was imminent. Three Coast Guard vessels and one shore unit conducted operations in support of the crisis in the Dominican Republic and 15 Coast Guard vessels, five shore units, and one special flight participated in the Cuban Crisis. In addition, Coast Guard service members manned 17 82-foot craft engaged in operation Market Time in Vietnam as early as 1965.

Vietnam Service



Streamer is yellow, with green borders, three red stripes. Coast Guard duties in Vietnam, beginning in April 1965, were numerous. In successful but dangerous efforts to limit supplies to the Viet Cong, Coast Guard service members boarded all suspicious craft and searched for munitions and other contraband. Coast Guard cutters also took part in hundreds of gunfire support missions, and conducted extensive aids to navigation operations, port safety operations, and merchant marine safety operations.

Meritorious Unit Commendation (Army, Saigon)



Streamer is scarlet. Awarded by the Secretary of the Army to the Coast Guard Port Security and Waterways Detail Vietnam for its operations in securing port areas and supervising the handling of ammunition and explosives in Vietnam between 15 October 1966 and 15 April 1967.

Navy Meritorious Unit



Streamer is green with two groupings of yellow, blue and yellow; red center. Awarded by the Secretary of the Navy to any unit distinguishing itself under combat or non-combat conditions. The Navy Meritorious Unit Commendation has been awarded to 59 Coast Guard afloat units for services in Vietnam and elsewhere.

RVN Armed Forces Meritorious Unit Citation, Gallantry Cross with Palm



Streamer is red with gold center and eight double red stripes with palm. Awarded to various Coast Guard afloat and shore units in recognition of meritorious service in Vietnam.

RVN Meritorious Unit Citation, Civil Actions Medal First Class Color, with Palm



Streamer is dark green with two broad red stripes; two narrow red stripes in center and palm. Awarded to various Coast Guard afloat and shore units in recognition of meritorious civil action service in Vietnam.

Southwest Asian Campaign



Streamer is black center with stripes of myrtle green, chamois, old glory red, white, old glory red, blue, chamois, and black. Awarded for to various units for service in support of Operations DESERT SHIELD or DESERT STORM between the dates of 2 August 1990 and 30 November 1995.

African Slave Trade Patrol



Streamer is cobalt blue center with stripes of white, cobalt blue, white, apple red, white, and cobalt blue. In the middle years of the nineteenth century, Americans spoke out against the slave traffic flowing from Africa to the Western Hemisphere. The U.S. Navy joined England's Royal Navy to establish the African Salve Trade patrol, which for 20 years hunted and ran down the slavers who plied the Atlantic with their cargoes of human misery.

Operations Against West Indian Pirates



Streamer is cobalt blue center with stripes of black, white, black, and old gold. By the early 1820's buccaneers sailing from the Caribbean had attacked nearly 3,000 merchant ships. The U.S. Navy formed the West India Squadron to hunt down the pirates. During the decade of the 1820's U.S. Navy ships sought out the corsair gangs in their won territory and routed them in hand-to-hand combat. By 1830, this menace to free shipping had been dealt a crippling blow.

Maritime Protection of the New Republic



Streamer is eight red (scarlet) and eight white alternating horizontal stripes. For heroic actions of the Revenue Cutter Service--the forerunner of the U. S. Coast Guard--which served as the sole maritime defense force protecting our young Nation. Most notably, the Revenue Cutter Service fought against French privateers who were seizing British and Spanish ships in American waters. The Revenue Cutter Service undertook actions of great value to the United States, including the Service's efforts to prevent maritime smuggling, thus securing a reputation for excellence that continues to embody the U. S. Coast Guard today.



## In Brief

### • NEW ONE RATE TRICARE RESERVE SELECT PROGRAM —

A new TRICARE Reserve Select (TRS) one-rate plan is replacing the current three-tier system. The effective date of the new TRS program was Oct. 1, 2007. For 2008, premiums are \$81 per month for member only coverage or \$253 per month for family coverage. All drilling SELRES members are eligible who do not qualify for the Federal Employees Health Benefits Program (FEHB). All TRS three-tier coverage plans will terminate on Sep. 30, 2007. Members who had previously been enrolled in TRS must re-enroll for this new program. All enrollments must be completed online using a Common Access Card (CAC) at: [www.dmdc.osd.mil/appj/trs/](http://www.dmdc.osd.mil/appj/trs/). For enrollment assistance, contact your unit Verifying Official listed on the Reserve Web site at [http://www.uscg.mil/reserve/pay\\_benefits/tricare.htm](http://www.uscg.mil/reserve/pay_benefits/tricare.htm). For more information, see ALCOAST 399/07 or the TRICARE Web site at: [http://www.uscg.mil/reserve/pay\\_benefits/tricare.htm](http://www.uscg.mil/reserve/pay_benefits/tricare.htm).



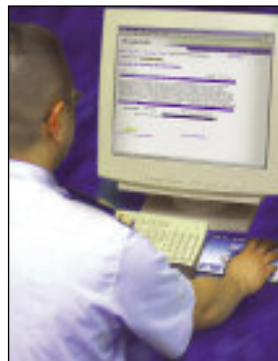
### • ONE-TIME PAYMENT FOR FOUL WEATHER PARKA II —

The Foul Weather Parka II (FWPII), formerly called the all weather parka, is now a required part of the seabag for enlisted personnel. A one-time deposit of \$181.67 was made Oct. 1, 2007 to enlisted members – including both active duty and Selected Reservists. The \$181.67 should be used to purchase the FWPII outer shell only. The fleece liner may be acquired as an organizational or optional component to the FWPII. To ensure uniformity, members are required to order the FWPII, Model Number F5407. For purchasing instructions and sizing info, see “All Weather Parka” on Uniform Distribution Center’s Web site ([www.uscg.mil/uniforms](http://www.uscg.mil/uniforms)). Then call the manufacturer, Proper International, directly to place an order (1-800-296-9690). Questions can be directed to CWO Tarvin Greene, 202-475-5369, [Tarvin.T.Greene@uscg.mil](mailto:Tarvin.T.Greene@uscg.mil). Also, see ALCOAST 384/07.



### • RESERVE ANNUAL SCREENING QUESTIONNAIRE —

Federal law 10 U.S.C. 10149 requires that all Reservists (SELRES and IRR) be regularly screened to ensure availability for mobilization. Only reservists who are on an EAD contract or other long-term orders (not in support of contingency operations) are exempt from completing an Annual Screening Questionnaire (ASQ). Reservists should have completed an ASQ by the end of October. Selected Reservists should complete the ASQ via Direct Access (DA). Once in DA, click on “People Tools — Self Service— Employee — Tasks,” and the ASQ will be shown on the menu listed. For details, see ALCOAST 402/07 and/or Issue 6-07, Page 14 (Mobilization & Readiness Guide).



**• RESERVE POLICY STATEMENT —** The Commandant has signed the revised U.S. Coast Guard Reserve Policy Statement, printed as a pull-out poster in the previous Reservist (Mobilization & Readiness Guide, Issue 6-07). It is posted on the CGR Web site at “About the CGR,” [www.uscg.mil/reserve/about.htm](http://www.uscg.mil/reserve/about.htm).

### • E-LEARNING SERVER UP & RUNNING —

The Coast Guard’s e-Learning system is back up and running! For questions, contact LTJG Andrew Campbell, 202-475-5503, [Andrew.R.Campbell@uscg.mil](mailto:Andrew.R.Campbell@uscg.mil).



### • LANTAREA SEEKS RESERVE COMMAND MASTER CHIEF —

If you are interested in this position, see COMLANTAREA R 071141Z AUG 07. Application deadline is Nov. 2, 2007.

### • NEW RESERVE WEB PAGE —

Feedback is encouraged on the new CGR Web site design changes that took place over the summer ([www.uscg.mil/reserve](http://www.uscg.mil/reserve)). It was redesigned so that our reservists can find what they need quickly and efficiently. Send feedback to [reservewebmaster@comdt.uscg.mil](mailto:reservewebmaster@comdt.uscg.mil).



**• ODU CARE AND WEAR POLICY —** In case you missed this over the summer — ALCOAST 223/07 clarifies wear of the ODU uniform. The main item that members need to be aware of is “metal devices or attachments will no longer be authorized.” After July 15, 2007, all accessories worn on the ODU shall be embroidered.

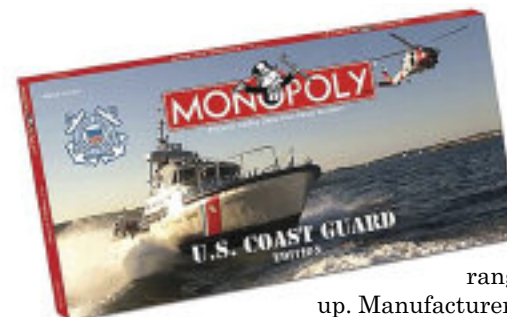
**• BOOKS FOR COAST GUARD PACIFIC CUTTERS —** Coast Guard Auxiliary FSO-SR Inland Empire Flotilla (11SR-11-11) is collecting books for the Coast Guard cutter crews stationed on the Pacific Coast. These books can be on a variety of subjects, and so far, most are used paperbacks. For more info, contact YNC Doris P. Telles, USCGR, P.O. Box 452, Mountain Center, CA 92561-0450, 951-659-8183, [tellesdoris@yahoo.com](mailto:tellesdoris@yahoo.com).

**• SAT/ACT POWER PREP PROGRAMS —** For the third consecutive year, a group of NFL, NFL Europe, AFL and CFL football players have sponsored several million dollars worth of SAT and ACT test prep programs that are available for every interested family in the U.S. military (all branches — active or reserve — including the Coast Guard Reserve) for the 2007-08 school year. To request a program (a \$199 value), a service member should complete an online request form at <http://sat.eknowledge.com/military> or by visiting <http://www.commanderspage.dod.mil> by following the link to “NFL SAT/ACT Free Software” on the left-hand side of



the page under “Quick Links.” The eligible member will then be forwarded to the sponsorship order page where they can request the prep materials. The families pay only the shipping/handling costs. Over the past two years, over 20,000 service members have sent thank you correspondence regarding this program, and more than 70,000 programs have been requested and shipped worldwide. For info or for a request, contact eKnowledge, 951-256-4076, [support@eknowledge.com](mailto:support@eknowledge.com).

**• COAST GUARD MONOPOLY —** Customized game board features the U.S. Coast Guard units, installations, ships, and aircraft in the familiar Monopoly game play board. Game has six pewter tokens including: Eagle, life ring, anchor, cutter, helicopter, and lighthouse. Recommended age range is 8 years old and up. Manufacturer is USAOPOLY, Inc.



Check at your local Coast Guard Exchange and online at: <http://www.shopping.com/xPC-USAopoly-Coast-Guard-Monopoly>. Approximate cost is \$29.95. (The U.S. Coast Guard does not endorse this product; this is published as a service to our readers).

**• FREEDOM AWARDS —** National Guard and Reserve members and their families are eligible and encouraged to nominate employers who have gone above and beyond in their support of military employees. Nominations will be accepted

at [www.esgr.mil](http://www.esgr.mil) from Nov. 1, 2007 to Jan. 21, 2008. The Secretary of Defense Employer Support Freedom Award is the U.S. government’s highest recognition given to outstanding employers.

**• RET-2 NOW ELIGIBLE FOR COAST GUARD MUTUAL ASSISTANCE —** Coast Guard Retirees Awaiting Pay (RET-2) are now eligible for Coast Guard Mutual Assistance. For more info, call 1-800-881-2462, or visit: [www.cgmahq.org](http://www.cgmahq.org)

**• BACK ISSUES ARCHIVE —** Want to read about what was going on in your Coast Guard Reserve in the mid-1950s? Now you can! An archiving project is currently underway to place all issues on line. Two issues per workday are being added to the ever-expanding archive (pdf format) and the project is currently up to the late 1950s. The magazine began in November 1953 as a four-page newsletter. Check it out at: [www.uscg.mil/reservist](http://www.uscg.mil/reservist).



## Upcoming Events

### FEBRUARY 2008

**• ROA MID-WINTER CONFERENCE —** Feb. 10-13, Hilton Hotel and Towers, Washington, D.C. For info, contact ROA, One Constitution Ave., N.E., Washington, DC 20002, 202-479-2200, Web: [www.roa.org](http://www.roa.org).

**• ROA COAST GUARD RECEPTION —** The ROA Department of D.C. CG Chapter 4 invites all USCG officers and ROA members to this annual event, Monday, Feb. 11, 2008, 5 p.m. at ROA Headquarters, One Constitution Ave., N.E., Washington, D.C. Attire is Coast Guard Service Dress Blue (Bravo) or business suit (coat & tie). Cost: O3 and below, \$20; O4 and above, \$30; O3 and below couples, \$35; O4 and above couples, \$45. For more information, contact CDR Steve Weagraff, USCGR, 13703 Northbourne Drive, Centreville, VA 20120; Phone: 703-608-8894; E-mail: [steveweagraff@yahoo.com](mailto:steveweagraff@yahoo.com). Checks should be made payable to: ROA DC Chapter 4.

**• COAST GUARD RESERVE BIRTHDAY —** It’s number 67 for the CGR on Tuesday, Feb. 19, 2008. Web: [www.uscg.mil/reserve](http://www.uscg.mil/reserve).

### APRIL 2008

**• CWOA ANNUAL MEETING —** April 16-19, 2008, at Sheraton South Portland Hotel in South Portland, Maine. For more info, contact Ed Swift, Executive Director, CWOA, 200 V Street SW, Washington, DC 20024; 202-554-7753, [cwoauscg@verizon.net](mailto:cwoauscg@verizon.net).

### DECEMBER 2008

**• CGC WHITE ALDER MEMORIAL SERVICE —** Sunday, Dec. 7, 2008, will mark the 40th anniversary of the CGC WHITE ALDER tragedy (it collided with the Formosan freighter Helena and 17 of the 21 crew were lost in the Mississippi). MSU Baton Rouge, La. would like to host a memorial service and needs to locate all families of the 21 crew aboard CGC WHITE ALDER. If you have any info, please contact MST3 Robert F. Feus, Jr. 225-298-5400, ext 227, [Robert.F.Feus@uscg.mil](mailto:Robert.F.Feus@uscg.mil) or MSTC Matthew Valenti, 225-298-5400, ext. 235, [Matthew.J.Valenti@uscg.mil](mailto:Matthew.J.Valenti@uscg.mil), or write Commanding Officer, MSU Baton Rouge, Baton Rouge, LA 70809.

## Reunions / Retirements

### DECEMBER 2007

**• RU PORT CANAVERAL REUNION —** Saturday, Dec. 1, 2007, 11 a.m.-4 p.m., at KARS Park (Area I), Merritt Island, Fla., \$10 per person (children under 12 free). For reservations, send checks payable to: Bob Merrilees, 1735 S. Shelter Trail, Merritt Island, FL 32952 by Nov. 1, 2007. For more info, contact Bev Merrilees, 321-452-5426, [bmerrilees@cfl.rr.com](mailto:bmerrilees@cfl.rr.com).



Advancements

Reserve Enlisted Advancements effective Aug. 1, 2007 from Enlisted Reserve Advancement Announcement (ERAA) No. 08-07, ALCGRSV 025/07 (R 231648 JUL 07)

Boatswain's Mate (BM)

BMC K M SPINDLER  
BMC K W HARPER  
BMC C M JACKMAN  
BM1 J D HANSEN  
BM1 S A OWNBY  
BM2 J L PEACOCK  
BM2 L W HEFLIN  
BM2 C B FRANKS  
BM2 J A MCWILLIAMS  
BM2 B W HARDESTY  
BM2 J W HOLSTEAD  
BM2 M S JENKINS  
BM2 S J MONTEMAYOR

Food Service Specialist (FS)

FS2 R S MALIK

Gunner's Mate (GM)

GM1 M A CHUCHLA

Machinery Technician (MK)

MKC O R PEREZ  
MK1 B C DEEM  
MK2 C D CARTY  
MK2 G A THOMPSON  
MK2 P M SLAVIK  
MK2 P J SCHROETER

Marine Science Technician (MST)

MST2 J L CAMPAGNINI  
MST2 C D HAMBY

Operations Specialist (OS)

OS1 H A MCGOWAN

OS2 I M HUNT  
OS2 S R DEMORAT  
OS2 A DOMINICCI  
OS2 J P MILLARD

Public Affairs Specialist (PA)

PACM P J CAPELOTTI

Storekeeper (SK)

SKC C S FERRARO

Yeoman (YN)

YNC H A MCCORD  
YN1 J L BOURQUIN

Reserve Enlisted Advancements effective Sept. 1, 2007 from Enlisted Reserve Advancement Announcement (ERAA) No. 09-07, ALCGRSV 031/07 (R 211739Z AUG 07)

Boatswain's Mate (BM)

BM1 K P GATES  
BM1 T F JOYCE  
BM1 S T WINSTON  
BM1 K W KUSTER  
BM1 J L BUSH  
BM1 B A CERVI  
BM2 B E GARRETT  
BM2 D E NIENDICK  
BM2 O E EGODOTAYE  
BM2 C BURIA  
BM2 T L CLANCY  
BM2 R R SCHUETT  
BM2 J R REGISTER  
BM3 M R BROSKEY  
BM3 B D MEYER

Gunner's Mate (GM)

GM1 N M KNOWLES  
GM2 M R LAWSON  
GM2 S A GOSS

Machinery Technician (MK)

MKCS A B WILLIAMS  
MKC D D LUCAS  
MKC D M HAYDIS  
MK1 H ROEBUCK  
MK2 M A LAUSEN  
MK2 B R DAVERN  
MK2 B J OCONNELL  
MK2 K R MARSHALL  
MK2 J K BROUILLETTE  
MK2 J M BLUE  
MK2 P H MCMANUS

Marine Science Technician (MST)

MSTC D P NEBEL

Operations Specialist (OS)

OSC H A GRIFFIN  
OS2 J E MILLER

Port Security Specialist (PS)

PSC D J GREENWAY

Yeoman (YN)

YNCS S MOYA  
YN1 J M QUINNETT  
YN1 G G RAINES  
YN1 K L DOLAN  
YN1 R N TINLOY  
YN1 M L CONNERY  
YN1 H M HOPKINS  
YN3 C J JORDAN

Questions should be directed to YNC Rony Harden, 785-339-3410, rony.harden@uscg.mil.

Medals and Awards

Meritorious Service Medal

CDR Marilea A. Lloyd, Sector San Francisco  
LT Barry Roffman

Joint Service Commendation Medal

YN1 Jan Fults, USTRANSCOM

Coast Guard Commendation Medal

LCDR Julie Mitchell, Sector San Francisco  
MSTCS Robert A. Taylor, Sector San Francisco

Coast Guard Achievement Medal

LCDR Scott D. Henderson, Sector San Francisco  
LT William S. Benn, Sector Seattle\*  
LT Stephen Donley, Sector San Francisco  
YNC Thomas G. Elliott, Sector San Francisco

Commandant's Letter of Commendation Ribbon

MKC Perry L. Sutton, MOOC\*\*

CG Meritorious Team Commendation

SMTC Tactical Training Branch  
(LT William Cassels, BM1 Roger Rebman, BM3 Clifford Schomburg, PS1 Michael Pevear, PS2 Mark Evers)

Good Conduct Medal \*\*\*

DCCS Michael Kelley, STA Tybee (2nd)  
BM1 Thomas E. Beach, MOOC (5th)  
BM1 Christopher J. Bloech, MOOC (2nd)  
BM1 Jerry L. Larimer, MOOC  
BM1 Brian D. McDougall, MOOC  
BM1 Roland A. Bergeron, MOOC  
MK1 Theodore B. Gittings, MOOC  
MK1 Daniel R. Jones, MOOC (3rd)  
SK1 Steve H. Beuchler, MOOC  
MK1 John F. Pickett, MOOC (2nd)

MST1 Gerry G. Ginder, MOOC  
MST1 Michael B. Lee, MOOC  
MST1 Edward Owens, MOOC (2nd)  
BM2 Troy E. Gonzaga, MOOC (2nd)  
GM2 Jeremy W. Simmons, STA Tybee (2nd)  
MK2 Anthony L. Birds, MOOC  
MK2 Mark Larosee, MOOC (2nd)  
MST2 Nina M. Scierka, MOOC  
MST2 Brian D. Larson, MOOC  
PS2 Graham M. Horne, MOOC  
BM3 Brett J. Curlett, MOOC  
BM3 Kenneth B. Godfrey, MOOC (2nd)  
BM3 Bayne P. McMillan, MOOC  
BM3 Matthew R. Payne, MOOC  
BM3 Shanna J. Sanders, MOOC  
GM3 Jonathon E. Bursch, MOOC  
MK3 Douglas M. Mehl, MOOC  
PS3 Joseph B. Phillips, MOOC (2nd)

Reserve Good Conduct Medal

MK1 Weston L. Bradley, MOOC, (2nd)  
MST1 Gerry G. Ginder, MOOC (4th & 5th)  
MST1 Edward Owens, MOOC (7th)  
BM3 Gabriel M. Cornelius, MOOC

Afghanistan Campaign Medal

CWO2 W. Scott Gardner, RAID Team 5

Military Outstanding Volunteer Service Medal

MKC Perry L. Sutton, MOOC  
PSC Robert W. Young, MOOC

\* Gold star in lieu of second  
\*\* Military Outload Operations Charleston  
\*\*\* All listed are reservists on Title 10/ADSW-AC and met qualifications for GCM as per ALCOAST 508/05.



CWO George Rubesha, center, has his CWO4 boards pinned on by Ms. Deli Mills, left, and CWO4 Kelly Risch, right, at a ceremony on June 5 at ISC Cleveland. Rubesha has 26-plus years service in the Coast Guard and Reserve.



CAPT Brian Judge, Chief Judge Advocate of the Coast Guard, left, performs a swearing in ceremony for LTJG Kelley Tiffany to become a member of the California Bar June 12, 2007. Tiffany, a reservist at Sector San Diego, is currently serving on ADSW at Headquarters (CG-3PCE-1, International Port Security). She graduated cum laude from Thomas Jefferson School of Law in December 2006 in San Diego and passed the California Bar on her first attempt.



CWO4 Anne Visser, left, is congratulated by the Coast Guard's Education Chief, Mr. Bob Bothel, upon receiving the National Association of Institutions for Military Education Services Student Spotlight \$1200 Scholarship Award. Visser received the award at the Council of College and Military Educators annual conference in Monterey, Calif. in January 2007 after winning an all-armed services national essay competition. Her essay, "The Theory of Everything," is the story about her 1999 port call to Haifa, Israel, aboard CGC DALLAS — the first cutter to visit Israel. Visser is a reservist stationed at Coast Guard Sector St. Petersburg, Fla.



PS1 Michael Pevear, USCGR, right, is congratulated by CAPT Robert M. Dean IV, USCG, at Special Missions Training Center, Camp Lejeune, N.C. after Pevear recently earned his Navy/Marine Gold Jump Wings. The 55-year-old reservist had permissive orders to jump with the Marines.



RET-1  
(Retired With Pay)

JUNE 2007

CDR RICHARD A. BURGDORF  
CDR ALBERT J. CAISSIE JR.  
CDR THOMAS PLESNARSKI  
CDR ALBERT W. SCHMITT  
LCDR ANTHONY E. GALVIN  
LCDR DENNIS C. GODFREY  
LCDR STEVEN J. HANSEN  
LCDR WILLIAM P. KEMP  
LCDR ROBERT B. MONTEFUSCO  
LT BARRY S. ROFFMAN  
CWO4 ANTHONY J. CONDY  
CWO4 ARTHUR R. HOPKINS  
PSCS RALPH DUNN  
EMC TERRANCE E. WHITTEMORE  
IVC JERALD T. SUMIDA  
MKC THOMPSON E. COFER  
PSC CAROL L. WARRELL  
YNC RONALD S. DAWSON  
BM1 JULES M. FOGEL  
EM1 WILLIAM L. KEENER  
IV1 THEODORE J. JAROSAK  
MK1 HENRY A. DIORIO  
OS1 THOMAS C. SENKIW  
PS1 JACK M. WILLIS JR.  
SK1 TIMOTHY R. JENSEN  
SK1 WILLIAM A. RICHARDS  
BM2 CARL W. SMALL  
PS2 ROBERT G. FLYNN  
DC3 PAUL J. FARINELLA  
YN3 LINDA D. HORNE

JULY 2007

CAPT RONALD G. DODD  
CAPT JOHN S. SPENCER  
CAPT RICKEY D. THOMAS  
CDR DAVID G. ORTEZ  
CDR DOUGLAS J. SHEEHAN  
LCDR STEPHEN E. ANDERLY

LCDR MARTIN C. BAILEY  
LCDR ARNOLD CALLESANO  
LCDR LOYD R. GRIMES  
LCDR ROBERT J. PERFETTO  
LT RONALD S. JURAIN  
LT JOHN T. NORTON  
LTJG MICHAEL K. GROLEAU  
CWO4 DONALD B. BOYD  
MKCM JON A. HOWARD  
PSCM DAVID D. FRANZ  
IVCS NEIL C. EVANS, JR.  
MKCS WALT T. CRINEAN  
PSCS JAMES R. SANTOS  
PAC ROBERT A. BORDEN  
PSC MICHAEL A. BENJAMIN  
PSC CAS W. DONNELL  
YNC MICHELE J. BOWER  
BM1 HAROLD L. HASSELL  
BM1 STEVEN P. WADE  
EM1 EDWARD R. MEDFORD  
FS1 STEPHEN S. PAULEY  
MK1 GERALD A. MOORE  
MST1 MICHAEL K. FUTCH  
OS1 TERRY L. VORE  
PS1 NED K. LEDUC  
PS1 GREGORY A. MYERS  
YN1 GUADALUPE V. JACOBY  
YN1 KATHRYN P. MATTHEWS  
BM2 RAUL R. SOLER  
ET2 DEAN L. LEES  
MK2 GARLAND D. HUNT  
MK2 JAMES C. WITHERS III  
FS2 JOSEPH P. DEROSA  
SK2 CLEMENT M. NAPOLITANO  
YN2 SANDRA K. CENTA  
YN2 JUDY M. ARNOLD  
FS3 WILLIAM H. SULLIVAN  
GM3 WILLIAM L. HARVEY  
PS3 WILLIAM R. DAVIDSON SR.  
PS3 DEAN A. STEED

RET-2  
(Retired Without Pay)

JUNE 2007

CAPT MARK S. TELICH  
CDR ROBERT F. EASTBURN  
LCDR EDWARD RILEY  
CWO4 JOHN DEMPSEY  
BMCW WALTER A. WOZNIAK  
BMC SAMMY K. OXENDINE  
MKC CHARLES W. FENNING  
MKC VINCENT F. SEABOYER  
PSC JOSEPH P. NESDILL  
SKC FERNANDO L. ROMAN  
YNC LILLIAN M. EZELL  
EM1 JOHN R. CASHEN  
MST1 WILLIAM T. HARBOUR  
PS1 DEAN K. MASSETTI  
PS1 EVERETT L. TELLEZ  
SK1 YVONNE L. GOAD  
SK1 MYRTIS M. MARTIN  
SK3 MICHAEL J. MCEWEN

JULY 2007

CDR GLENN A. CEKUS  
CDR DONALD G. HUENEFELD  
CDR MALCOLM C. VELEY  
CWO4 CHARLES F. PARROTT  
PSCM ROBERT A. LEIN  
MKCS LARRY C. BULL  
ETC STEPHEN L. DIXON  
MKC STEPHEN B. BOUCHERON  
MKC ROGER L. SCHRAMM  
MSTC RICHARD SELPH  
MK1 FRANK E. GARCIA  
OS1 KIRK B. WILLIAMS  
PS1 THOMAS S. LOLLEY  
BM2 CHARLES D. CIPOLETTA  
IV2 BRIAN F. CALLAHAN

Source: Ms. Linda Frank, Personnel Service Center (RAS)



Photo by CG-1313

CDR Phil Nowak, left, is presented with his retirement certificate by RDML Mike Seward, USCGR, at Nowak's retirement ceremony at Headquarters Aug. 2. Nowak served the first six years of his 20-year career as drilling reservist and the last 14 years as a Reserve Program Administrator. The Gonzaga University grad's last assignment was Chief, Headquarters Reserve Policy and Plans Division.



Photo courtesy MCFPO CGRP Jeff Smith, USCGR

RADM John Crowley, Ninth District Commander, left, reads the retirement certificate for BMCM Walter Wozniak, right, at Wozniak's retirement ceremony at PSU 309 in Port Clinton, Ohio May 19. Wozniak received a Meritorious Service Medal for his service as the D9 RCMC from 2002-2007 and for his 34-plus years service.



Photo by CWO3 Daniel J. Piszczatowski, USCGR

SCPO Joe Faney, second from left, was honored at a retirement ceremony April 20 at Sector New York. Celebrating along with Faney are, left to right: RADM Craig E. Bone, Faney, Frances Faney (wife), Meghan Faney (daughter), and CAPT Robert R. O'Brien Jr., CO of Sector New York.

ADM Owen Wesley Siler,  
Jan. 10, 1922 — July 17, 2007



ADM Owen Wesley Siler, Coast Guard Commandant from 1974-78, passed away July 17, 2007, at St. Joseph's Hospital in Savannah, Ga. from heart failure. He was 85.

Born in Seattle, Wash., he graduated from Santa Maria High School, Santa Maria, Calif. in 1938 and earned an Associate Arts Degree from Santa Maria Junior College in 1940. He then earned a Bachelor of Science Degree from the Coast Guard Academy, graduating June 9, 1943. During World War II, he served in the Pacific aboard several ships. He later served as an aviator performing aerial patrols and search and rescue missions, and ashore in the law enforcement, marine safety, and environmental protection fields. Other assignments included Chief, Search and Rescue Branch in Juneau, Alaska; Deputy Chief of Staff in Washington, D.C., and Commanding Officer of Air Station Miami, where his unit was awarded the Coast Guard Unit Commendation for exemplary performance in conducting Cuban exodus operations in the fall of 1965.

Nominated for Commandant by President Richard M. Nixon, he relieved ADM Chester Bender on May 31, 1974. During his four-year tenure, ADM Siler instituted a minority-recruiting program, and was instrumental in having women admitted to the Coast Guard Academy, the first of the military service academies to do so. He instituted bold new policies expanding opportunities for women in both the area of sea duty and flight training. With passage of the Fisheries Conservation and Management Act of 1976, ADM Siler



Photo by PA3 Annie R. Berlin, USCG

PAC Tom Staats holds up a 1967 boot camp picture of himself during his retirement ceremony at Coast Guard Station Shinnecock, Long Island, N.Y. June 30, 2007. He served 40 years in the CG/CGR, including as a Coast Guard liaison at Ground Zero in New York City following the 9/11 terrorist attacks.



Photo by CWO Mark Ramey, USCGR

PSC Cliff Berutti is piped ashore during his retirement ceremony at MSU Chicago April 22 marking 30 years of service in the Coast Guard and CGR.



oversaw the expansion of the Coast Guard’s Marine Environmental Protection program that including an increase of the service’s area of jurisdiction along the nation’s coastline to more than two million square miles.

ADM Siler altered the traditional view of the Coast Guard as simply the “humanitarian Service” of the federal government, to one that recognized the service as a leader in marine environmental protection, law enforcement, a conservation-conscious protector of our marine resources and providing stellar in service to the nation.

After retiring from the Coast Guard with 35 years of service, he moved to Savannah, Ga. and was an active member of St. John’s Episcopal Church and several service organizations.

Survivors include his wife, Betty W. Siler; a son, Gregory; daughter, Marsha Siler Antista; four grandchildren; two great-grandchildren.

Memorial services with full military honors were held July 20, 2007, at St. John’s Episcopal Church in Savannah. In ADM Siler’s honor, the national ensign was flown at half-mast on all Coast Guard buildings, grounds and vessels not underway until sunset July 20. Interment was held Sept. 28, 2007 at Arlington National Cemetery, Arlington, Va. with full military honors.

Memorial donations may be sent to any of the following organizations: The Coast Guard Academy Alumni Association, 47 Mohegan Avenue, New London, CT 06320; The American Heart Association, P.O. Box 15515, Savannah, GA 31416, 1-800-242-8721; St. John’s Episcopal Church, 1 West Macon Street, Savannah, GA 31401, 912-232-1251.

**Sources:** *ALCOAST 351/07 (R 200039Z JUL 07), ALCOAST 353/07 (P 201743Z JUL 07), ADM Siler’s online biography: [www.uscg.mil/hq/g-cp/history/OWSilerBio.html](http://www.uscg.mil/hq/g-cp/history/OWSilerBio.html).*

• **CAPT Harry W. Brown Jr., USCGR(Ret.),** June 21, 2007, in Galveston, Texas. He is survived by his spouse, Mary.

• **CAPT James S. Painton Jr., USCGR(Ret.),** May 25, 2007. He is survived by his spouse, Claire.

• **CDR Richard Buell, USCGR(Ret.),** June 16, 2007, in Boston, Mass. He is survived by his spouse, Phyllis.

• **CDR Richard R. Calay, USCGR(Ret.),** July 16, 2007, in Eustis, Fla. He is survived by his spouse, Arla; son, Richard; daughter, Nicole Busack; a grandson, Chad. A gifted teacher with the Miami-Dade County School System in Florida, he taught at William J. Bryan Elementary School for almost two decades, where he was regarded as an extremely effective teacher. When he retired, the North Miami City Council presented him with a “Mr. Calay” Day proclamation. CDR Calay was a 30-year veteran of the U.S. Coast Guard Reserve, and held many positions in the south Florida area. He was very proud of his service and considered it an honor to serve our country. To those who loved him, he was known as “Mr. Fixit” — if there was a way to fix something, he would get it done. A memorial service was held July 26, 2007 at Beyers Funeral Home in Umatilla, Fla. A funeral Mass was held on July 27, 2007 at St. Patrick’s Catholic Church in Mt. Dora, Fla.

• **CDR Fair L. Swaim, USCGR(Ret.),** June 28, 2007. He is

survived by son, Craig; daughter, Lynn. Interment Burlington, N.C.

• **CWO4 Roland R. Quinn, USCGR(Ret.),** July 29, 2007, in Baltimore, Md. He is survived by his spouse, Thelma.

• **CWO3 Raymond E. Stearns, USCGR(Ret.),** Aug. 14, 2007, in Newnan, Ga. He is survived by his daughter, Shirley Stearns Shepard. Interment Atlanta, Ga.

• **BMCM Charles C. Smith Jr., USCGR(Ret.),** June 20, 2007, in Manchester, N.J. He is survived by his spouse, Pauline; a daughter, Teddy Giorgio. Interment Salt Lake City, Utah.

• **CPO Sherwood “Woody” Littlefield, USCGR(Ret.),** 73, Feb. 3, 2007, of Buffalo, N.Y. He enlisted in the Coast Guard in 1952 at Rochester N.Y., attended boot camp at Alameda, Calif., and served aboard the CGC FORSTER (WDE-434) during the Korean War. He was transferred to the French Frigate Shoals Loran Station where he served until 1956. He then returned to Buffalo, joined the Buffalo Fire Department and the Coast Guard Reserve. He served in the Reserve until 1977, retiring as a chief firefighter. He then joined the American Legion Coast Guard Post 1529, Tonowanda, N.Y. where he served, among other positions, four years as Post Commander.

• **OSC Stanley F. Guft, USCGR(Ret.),** June 15, 2007, in Brick, N.J. He is survived by his spouse, Janet. Interment Arney Town, N.J.

• **PSC Victor “Vic” M. Carmen, USCGR,** 46, July 9, 2007, in Albany, N.Y. Born in Albany, he served in the U.S. Coast Guard on active duty and then in the Reserve, attaining the rank of chief petty officer in October 2006. As a civilian, he worked at Union College, Schenectady, N.Y. as an environmental, health and safety compliance officer for the past 20 years. He also worked part time for the Village of Colonie, N.Y. in security. He is survived by his spouse, Rhonda; son, Christopher. Funeral services were held July 13 at New Comer-Cannon Family Funeral Home, Colonie, N.Y. Interment at Gerald B.H. Solomon Saratoga National Cemetery, Schuylerville, N.Y., with full military honors.

• **YNC Donald D. Bailey, USCGR(Ret.),** July 10, 2007, in Corpus Christi, Texas. He is survived by his spouse, Roberta.

• **BM1 William E. Gilliam, USCGR(Ret.),** June 16, 2007, in Weymouth, Mass. He is survived by his companion, Kathy. Interment Dedham, Mass.

• **BM1 Jimmy Moore, USCGR,** July 16, 2007. He is survived by his mother, Judy Creech.

• **EM1 Theodore C. Mullins, USCGR(Ret.),** June 29, 2007, in Mobile, Ala. He is survived by his spouse, Rosa. Interment Mobile, Ala.

• **SK1 Donna J. Mills, USCGR(Ret.),** June 25, 2007. She is survived by her daughter, Deborah Wood.

• **Mildred Woody,** USCG Spar, of Dunedin, New Zealand.

# USCGR: Underway, Making Way

At the beginning of 2007, I shared some thoughts about initiatives underway to ensure the Selected Reserve remains a ready, relevant and reliable component of ADM Allen’s strategic focus on mission execution and mission support in an all threats, all hazards, always ready environment (Issue 1-07, “On Deck,” Page 43).

Since then, I have had the opportunity to visit with Coast Guard personnel, both active and reserve, in far off places like the Kingdom of Bahrain, Baghdad, Iraq, and on patrol in the North Arabian Gulf. Closer to home, I’ve visited both Sectors Southeast New England and Northeast New England, both Maritime Force Protection Units (Bangor, Wash. and Kings Bay, Ga.), and lots of places in between. What these visits have reinforced in my mind is the critical role our Coast Guard plays in the safety and security of our nation — both overseas and at home — and the significant contribution made on a daily basis by members of the Coast Guard Reserve.

As I write this column, the sixth anniversary of Sept. 11, 2001 is only a few days away. In many ways, it seems like just yesterday that I was driving past a still smoldering Pentagon on my way home during an eerily “car-less” rush hour. Yet, so much has transpired in the intervening years: the liberation of both Afghanistan and Iraq where uncertainty reigns; the largest one-time mobilization of Coast Guard Reservists since World War II; Coast Guard vessels of all sizes patrolling our ports and waterways with weapons uncovered; and Coast Guard aircraft flying intercept missions over our nation’s capital. These are all events worthy of a Kurt Vonnegut novel, but hardly ones most would have predicted. What do these events portend for our Coast Guard and for you? From my perch, I see our service continuing to adjust to the realities of a post-9/11 world and the ambiguities that come with change. Yet one thing is clear — the training and utilization of the Coast Guard Reserve will continue to evolve.

Recently, my office hosted a Chief’s Call for senior enlisted reservists from units within Atlantic Area at the Coast Guard Yard in Baltimore, Md. and for Pacific Area in Alameda, Calif. (*See photos on page 18*) Program managers from Headquarters provided updates on a wide range of subjects including: Boarding Officer Qualification Support Program (ALCOAST 408/07), the implementation of the Contingency Coxswain (ALCOAST 266/06), connectivity initiatives, Reserve budget, the

recently promulgated Title 10 and Title 14 mobilization policies (see *The Reservist*, “Mobilization & Readiness Guide,” Issue 6-07), the newly commissioned Deployable Operations Group (DOG), as well as ongoing Coast Guard-wide transformation initiatives. These Headquarters-led efforts coupled with the Area and District-level Contingency Personnel Requirements List and RPAL reviews and Sector training initiatives, like the 25-foot RB-S Boat College held at Station Cape Cod Canal, are data points I use to continually evaluate what is on the horizon for our workforce. While unforeseen circumstances may cause occasional deviation from our track line, our basic heading is fixed. In my view, our “True North” is a Reserve component trained and ready for mobilization to provide augmentation surge capability. The challenge is to ensure this capability meets contingency mission execution and mission support requirements in alignment with the Commandant’s Reserve Policy Statement.

To accomplish this, reservists will need to continue to evolve as both a strategic and tactical workforce. This will require thinking differently and acting differently. We must leverage what I refer to as the *Strategic Trident of Reserve Readiness*. In general terms, this refers to the relationship between 1.) the Reserve program, 2.) the active duty command and 3.) reservists. We must more clearly define and understand the role of each and the critical reliance each has on the other. Presently, we have a sub-optimized administrative and training readiness system for the Reserve workforce. Where it works effectively is often driven by personality – *not* by a standardized or institutionalized system.

The biggest gap I see is within the Reserve itself. I firmly believe that reservists, specifically chiefs, senior chiefs and master chiefs, are not effectively and consistently utilized as part of the readiness trident. Having spent more than three decades as a drilling reservist, I know in my heart that no one understands better how to balance a civilian job, family responsibilities and the requirements of being a ready, relevant and reliable reservist than a reservist. We must make better use of this critical knowledge base. I told those in attendance at the Coast Guard Yard that this is my expectation of them. It is, in fact, my expectation of every reserve chief petty officer and those who aspire to wear the anchors. I will be focusing much of my effort during the remainder of my tour to make it so.

Semper Paratus!



By  
**MCPO-CGRF  
Jeffrey D. Smith, USCGR**

**Master Chief Petty Officer  
of the Coast Guard  
Reserve Force**

[Jeffrey.D.Smith@uscg.mil](mailto:Jeffrey.D.Smith@uscg.mil)

**“Having spent more than three decades as a drilling reservist, I know in my heart that no one understands better how to balance a civilian job, family responsibilities and the requirements of being a ready, relevant and reliable reservist than a reservist. We must make better use of this critical knowledge base.”**



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